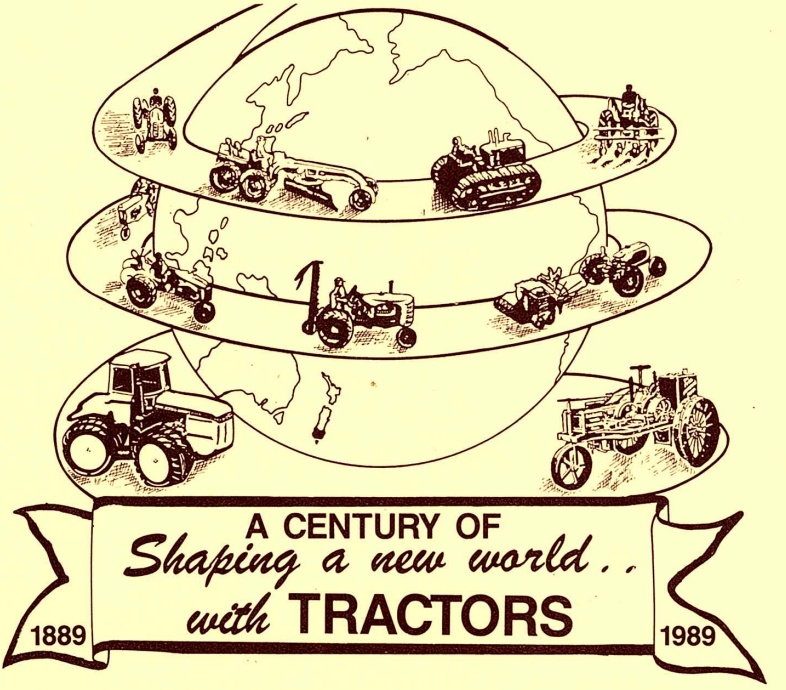
FROM RUST TO RESTORATION



TRACTOR CENTENNIAL RALLY

GORE

February 24-26 1989

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From Rust to Restoration

edited by John A. Cutt

Published by the
Southern Tractor Centennial Committee

February 1989

Dedicated to

the pioneers of mechanized farming,
the inventors, the companies, the
salesmen and servicemen
of the farm tractor

and to

the early farmers of New Zealand and
those in the south in particular, who,
with foresight and courage took
up the challenge and made
the transition from horse
to tractor power.

Acknowledgments

Shire Publications Ltd, whose kind permission to use extracts from 'Vintage Tractors' by Charles L. Cawood, provided much of the background material.

Vintage farm machinery enthusiasts and in particular:
Jack Anderson, Jack McKenzie, George Paterson, Ken Cameron, Brian Croot, Jack Johnstone, Don Henderson, Robert Herman, J.M.Cooper, D.H.Chittock, G.A.Bathgate, S.D.Ruthven.

Mrs C.M.McNamara for information on the McNab Ivel.

And special appreciation to Bill Thomson, Camperdown, West Otago, without whose extensive wealth of information this booklet might never have been completed.

The Tablet Printing Company Ltd and Doug Todd for his personal contribution.

Introduction:

Few people would doubt that agriculture holds a special place for New Zealand and even under the present depressed economic climate is still the country's number one earner of much needed overseas export earnings.

Because of a generally favourable climate and topography, New Zealand has been a world leader in many areas of land based production—from scientific research to animal breeding and stock and pasture management. Much of the credit for the highly efficient and productive character of New Zealand agriculture must go to the tractor. Were the country's farmers and horticulturalists still dependant on steam or horse power, New Zealand would not have become one of the world's major agricultural exporters. For people today, especially younger ones, it is difficult to imagine what conditions were like on farms in 'the old days.' As an agricultural nation, New Zealand owes a great debt to the tractor.

The tractor and its evolution have been the subject of numerous wonderful books containing many hundreds of thousands of words and hundreds of photographs.

A booklet of this size cannot hope to or even contemplate matching such works. It has been but a small attempt to capture the essence of the machine that, in 100 years, has transformed agricultural production world-wide into a highly efficient operation.

In commissioning this booklet, the Southern Tractor Centenni Committee has attempted to record in brief summary, some of the man makes and models of tractor that helped to shape the future of mechanize farming in the world's industrialised nations, and more importantly, th contribution of those machines and the men who sold and worked then here in New Zealand, and in the south in particular.

The evolution of the tractor is a facinating story.

It is hoped that those who read this booklet will not only gain a measur of enjoyment but also a small appreciation of the important place th tractor has in this country's history.

A great wealth of information and photographs were presented for this booklet but unfortunately, because of size limitations much has had to be severely edited.

Any errors of fact or misinterpretation of events and omissions are regretted, but at the same time are perhaps inevitable in a work of this nature.

John A Cutt

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Welcome

I am happy to have the opportunity to extend a warm welcome to all vintage enthusiasts, our exhibitors and visitors to our Centennial rally and I hope you all have an enjoyable time here.

I know that you will all join me in saying a word of thanks to those responsible for the organisation of the rally, especially the Centennial Committee members. There are many who have worked so hard behind the scenes, or who have offered hospitality or services to help make the rally a success. I am sure that they deserve our warm thanks, and a special mention of thanks to our secretary, Mr Brian Croot, and treasurer, Mr David McDonald.

The publishing of this booklet would not have been possible without the assistance of Mr John Cutt, agriculture editor of The Southland Times. We gratefully acknowledge his interest in vintage machinery and his encouragement to our committee. A special sincere thanks must go to our loyal sponsors and advertisers.

This rally being held in Gore is the first of a series in New Zealand to celebrate the advent of the tractor in all its various forms. The theme of our Centennial rally is 'Shaping a New World with Tractors'. Physically the shaping effect has been going on since early times, with nature on a grand scale and man somewhat small and insignificant.

The Southern Tractor Centennial Committee is hopeful that the display we present will be a fitting tribute to a machine that has contributed so much to the development of both farming and servicing sections of our nation.

This booklet and catalogue is a factual, interesting and readable account of the beginnings and growth of the tractor and our Centennial rally festivities. We trust it will be read and discussed by vintage machinery enthusiasts for many years to come.

Best wishes to all.

C. B. Campbell
Chairman

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Message from the President, Gore A and P Association:

A meeting was held on June 9, 1882 when the decision to establish the Gore A and P Association was made.

At the committee meeting on July 18 that same year, Mr Robert M. Robertson was elected president and Mr A.B. Tusan as the association's first secretary.

The first public function was the association's first show, held on December 5,1882 on Mr Green's property, between what is now Wigan Street and the river. The shows were held on that site until 1892, when the A and P bought 15 acres close to town and the railway.

The wisdom of those early pioneers can be appreciated today and it is to the credit of the committeemen who have developed and enlarged this site to the present day to make it one of the best showgrounds in the country.

The first two-day show was held in 1899. The new grandstand, which was built in 1906, was the first of many buildings which included the horse boxes, covered sheep yards, the first South Island ram selling pavilion, cattle, pony and pig sheds, the Shafts and Wheels and Darts buildings and the Albion Football pavilion.

The role of A and P societies has always been important to the New Zealand economy. The show is the stock breeders' shop window. It is through shows and their keen and healthy competition that the urge to improve the quality of our livestock is engendered.

The current degree of co-operation between the Gore Borough Council and the A and P Association, including those organizations which have buildings on the grounds, is excellent, and the sporting activities have been greatly assisted by the conveniently situated playing fields.

The Gore showground is the venue of many forms of recreation and the opportunity to benefit is open to all who are willing to participate.

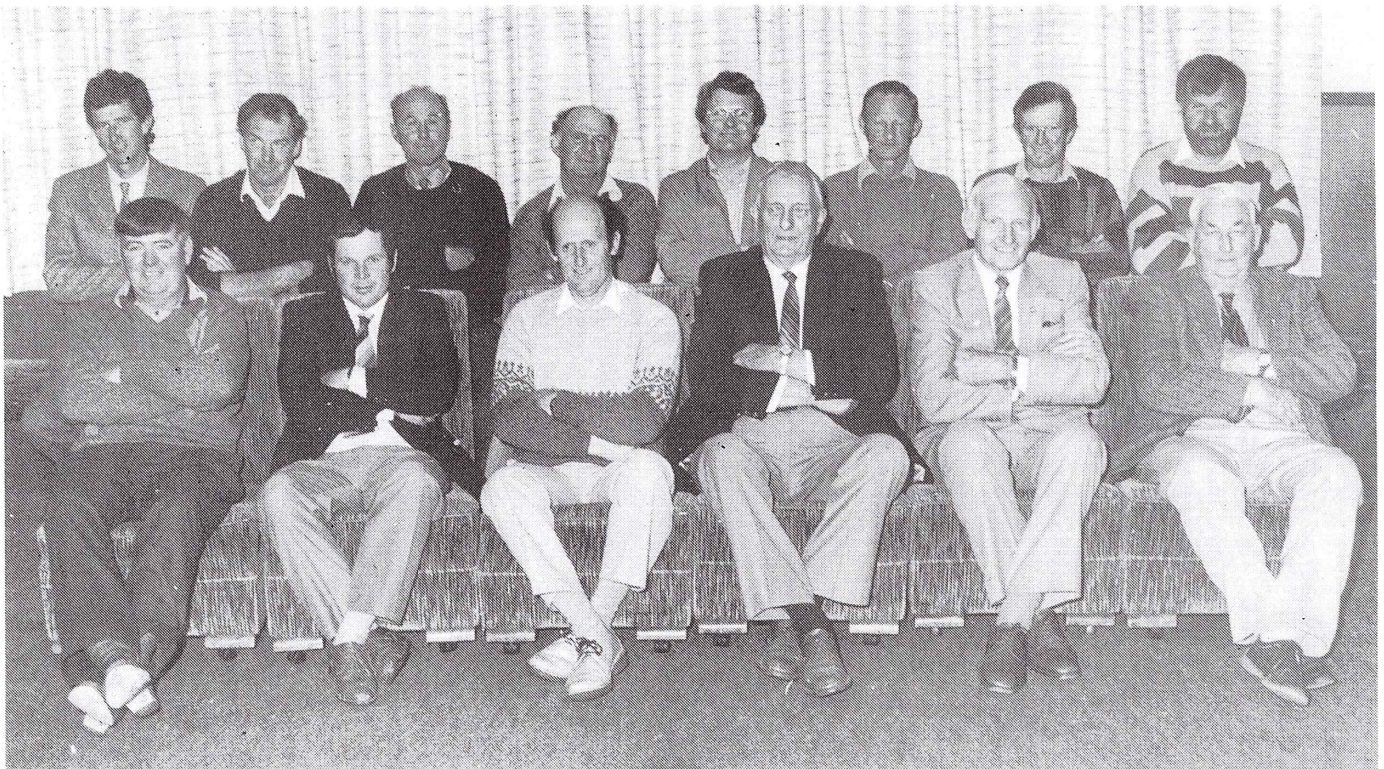
Over the last 106 years, one thing has remained the same, the enjoyment of farming families and their urban counterparts as they meet each other on show day. May that never change.

It is my pleasure to congratulate the Tractor Centennial Committee in recognising the important role the tractor has played in New Zealand agriculture over the past 100 years.

I wish them well with their display of tractors in the showground in February 1989.

Roland H. Potter
President
Gore A and P Association

THE SOUTHLAND TRACTOR CENTENNIAL COMMITTEE



Back row (from left): Greg Elder, Ken Cameron, John Chisholm, Maurice Barker, Bruce Ruthven, Keith Watkinson, Owen Anderson, Graham Galland.

Front row: Charlie Davis, Dave McDonald, Brian Croot (secretary), Bruce Campbell (chairman), Joe Roy and Bob Price.

The Southern Tractor Centennial Committee:

The Centennial Committee was formed at a meeting on May 28, 1986, attended by two representatives from each of the six vintage clubs in the south.

Those present were Charlie Davis and Bruce Ruthven (West Otago); Bruce Campbell and John Chisholm (Edendale); Dave McDonald and Richard Dillon (Waimea Plains); Graham Galland and Gordon Wilson (Fiordland); Owen Anderson and Keith Watkinson (Thornbury); Ken Cameron and Brian Croot (Central Southland).

An apology was received from Greg Elder who was represented by Richard Dillon.

The purpose of the meeting was to co-ordinate the six vintage clubs in staging a rally to mark the Year of the Tractor in 1989.

From the very beginning, the aims of the Southern Tractor Centennial Committee were:

* To stage an event worthy of the tractor's 100th birthday.
* Where enthusiasts could bring together as big an assembly of early tractors as possible.
* A place for all who are interested in tractors to view their development.
* Focus for the public to appreciate the important role the tractor has played in the development of food supplies, not only here in New Zealand but all around the world.

Office bearers elected were chairman, Mr Bruce Campbell; vice chairman, Mr Charlie Davis; secretary, Mr Brian Croot; treasurer, Mr Dave McDonald.

At the second meeting, and because the rally was to be held on the Gore showground, the decision was made to involve the Gore A and P Association. Messrs Bob Price and Joe Roy subsequently joined the committee as the Gore A and P representatives.

Following the sixth meeting, Mr Gordon Wilson's place was taken by Mr Maurice Barker of the Fiordland Club.

Five sub-committees were set up to attend to the details of planning:

* Programme, publicity and sponsorship (convenor, K. Watkinson).
* Parades, competitions and demonstrations (G. Elder).
* Grounds and layout (B. Price).
* Social entertainment (C. Davis).
* Grounds entertainment and accommodation (J.Chisholm).

A ladies committee was formed on March 13, 1988 to arrange extra attractions on the grounds.

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An application to NZ Post for a stamp issue featuring the tractor centennial was turned down. However, NZ Post consented to providing a commemorative date stamp to be used at the Gore Post Office on the first day of the rally.

Through the generous assistance of the Tablet Printing Company, Dunedin, 250 copies of a four-colour glossy poster were produced. These were distributed widely. Further publicity was planned through newspapers, magazines, radio and television. Printed pens, depicting the centennial were sold to raise funds and to advertise the rally.

The committee resolved to seek sponsorship and advertising for the commemorative booklet from local business firms.

If sufficient funds are available following the centennial rally, the committee hopes to erect a memorial cairn. This will be sited in the Gore showground and be dedicated to the tractors and all who have operated them.

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A Restoration Story

To restore anything mechanical takes not only engineering ability but considerable dedication, time and of course money, and that is no less true of vintage tractors. Few are found in working order, some are up and running again with a minimum of effort, but for most, it is a long, hard project, that not only sorely tests the staying power of the restorer, but the patience and understanding of his family.

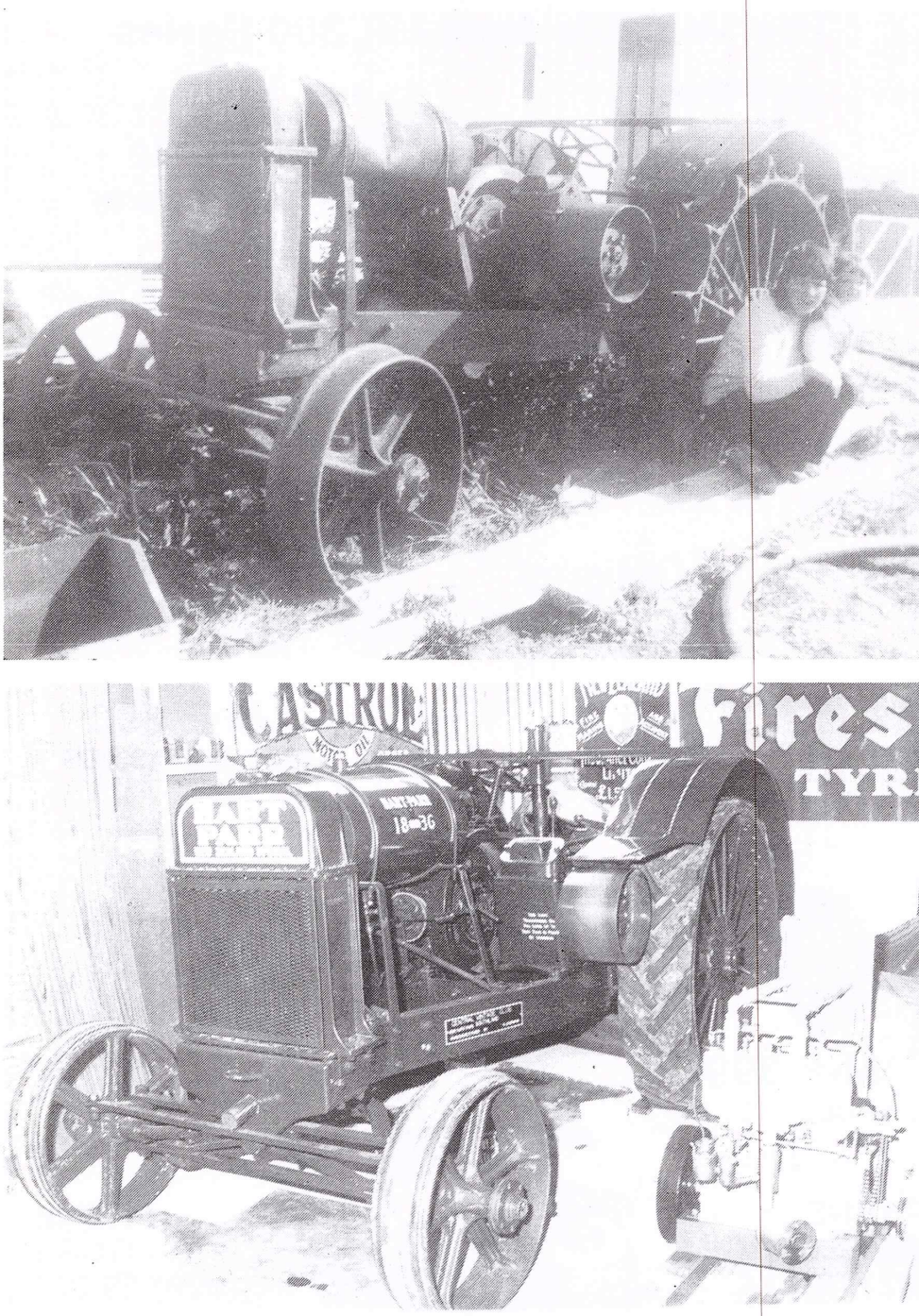
One family which endured the 'trauma' and no doubt thrill of vintage tractor restoration was the Herman family of Kennington.

Robert Herman discovered a 1929 Hart Parr tractor lying in an abandoned, run-down, rusty condition in a yard in Kaikoura in 1977. Early enquiries about buying it were unsuccessful until 1979 when he secured ownership and, with the help of brother Lindsay, trucked the tractor south on the back of his old farm truck.

The Hart Parr, serial number 86791, was the 210th Hart Parr to be imported into New Zealand by Andrews and Beaven, Christchurch. The tractor had a long and colourful history, having first been bought back in 1929 by a Mr W. Plaskett of Fernside near Rangiora in North Canterbury. Mr Plaskett used it for contract chaffcutting, threshing and general farm work. Ten years later the machine was sold to the Linton Lime Works near Kaikoura where it was used to drive a crushing plant and to haul loads of limestone. A lack of regular maintenance resulted in an engine seizure and a big bearing collapse in 1949.

The prognosis by the local garage was that a tractor of that age was just not worth repairing and it was abandoned in the garage yard where it lay for six years until discovered and donated to the local school committee as a plaything for the children. Years of abuse followed until 1967 when, because of its untidy appearance, the Hart Parr was removed to the Kaikoura railway yards. Here it again lay further deteriorating until 1970 when a railway clean up saw it moved to the museum for possible restoration. It was here that Mr Herman discovered what was left of the once proud machine.

Two years were spent putting the Hart Parr together again. Although much of the restoration work was done by Mr Herman, a great many other people were also involved. These included Don Robb of Balfour who provided many of the missing parts, Eric Laughton, who made and shaped the main bearings, and Ray Harris who did the final paint work. Invercargill firms which provided services were Pneumatic Contractors Ltd, sandblasting; Southland Radiators, radiator; Fiava Sheetmetal, mudguards and tanks; T.R.Taylor Ltd, machining; John McDonald, machining; Wilson Bros Ltd, roller bearings; Noel Electrical, magneto repair; J.Johnston and Sons Ltd, machining front wheels; J.E.Watson Ltd, tractor cover.



The 1929 Hart-Parr 18-36 of Mr Robert Herman, before and after restoration.

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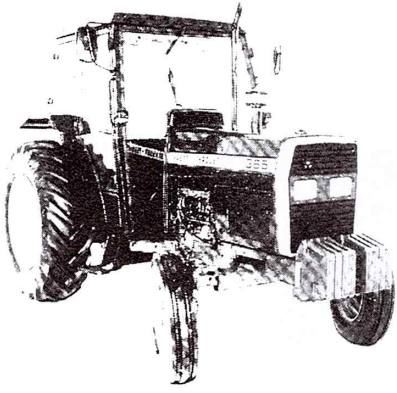

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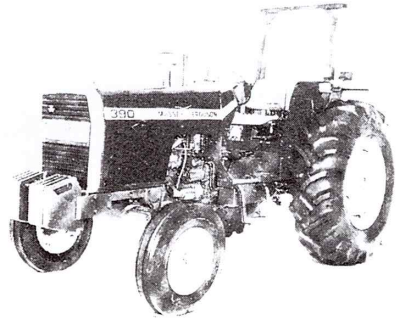

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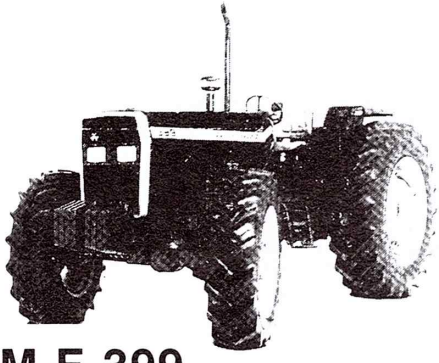

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The Tractor: 1889-1989

ONE HUNDRED YEARS OF PROGRESS

Although the development of the tractor as we know it, is the result of a continuous evolution in many countries, it is generally recognised that the first petrol-engined tractor was the Charter, produced by the Charter Gas Engine Company of Chicago.

John Charter was a pioneer of the petrol engine in America. The first tractor consisted basically of a large 20hp (15kW) single-cylinder open crank petrol engine, crudely assembled on the chassis and wheels of a Rumley traction engine.

Six machines were apparently made and used on farms in North Dakota.

It is the 100th anniversary of this unique machine, one that was to transform agricultural production world-wide, that a series of rallies will commemorate in New Zealand this year.

As was to be expected, most of the early development of farm tractors took place in America, with models coming from the Case Threshing Machine Company (1892), an Iowa contractor, John Froelich (1892), the Van Duzen Company (1894) and the Huber Manufacturing Company (1898). The Huber company's 25hp single-cylinder vertical engine model lays claim to being the world's first production tractor, 30 being built. All of the early models produced both in America and Britain were basic in design and constructed on similar lines to traction engines, with cross-mounted one or two cylinder engines on channel iron frames, pivot steering with drum and chains, usually with one gear each way and in all cases open to dust, dirt and the weather, a style that persisted up to about 1920.

During the 1900 to 1917 period some real monsters were produced, such as the Aultman and Taylor 30-60. These tractors weighed up to 15 tons, some with four and six cylinder engines capable of pulling 15 furrow ploughs. Such models became popular in the wheat belt of America and Canada. The Aultman and Taylor was first produced in 1910 and was regarded as the Rolls-Royce of the heavy prairie tractors. The model lasted until 1924 when the company was taken over by the Advance-Rumley Company.

INTREPID AND IVEL

British tractor development is credited as beginning with the Intrepid, built by Petters of Yeovil and Hornsby of Grantham, in 1896. Little is known of the Intrepid apart from it having a large single-cylinder oil engine.

In 1902-03, an Englishman, Dan Albone of Biggleswade, produced the revolutionary lightweight tractor, the Ivel, (agricultural motor) specifically designed for farm work as opposed to the early models which, being based

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on the steam traction engine, were heavy, cumbersome and slow. Albone began a small bicycle business in 1880 and soon extended his engineering skills to producing axles for railway rolling stock as well as building several cars. His first tractor design which was completed and built in 1902, incorporated many of the features later to be incorporated in the Ivel.

The features of the Ivel, which remained basically unchanged for some 16 years were its three wheel design, lightweight and simplicity of operation with a single forward and reverse gear. When pulling a three furrow plough, the tractor was credited with being able to plough six acres in nine hours.

An Ivel was the first tractor to be imported into Southland and was exhibited at the Gore A and P show in December 1904 by its owner, Mr Robert McNab. This tractor also had the distinction of being the first tractor picture published in the New Zealand Farmer magazine.

These early pioneers were soon followed by other manufacturers all of which were to make considerable contributions to the mechanization of modern farming. Names such as Hart-Parr of Iowa, the International Harvester Company of Chicago, the White Company and Henry Ford. The International Harvester Company's first production tractor, the 10-20 of 1906, was a highly successful early model, of which 200 were built with a friction drive transmission. The name 'tractor' is credited as having originated with Hart-Parr and was soon universally adopted by both tractor manufacturers and their farmer clients. With the adoption of 'tractor' the tractor was thus firmly established and set apart from the steam engine.

By the start of the 20th century, tractor-power was well on the way to taking over heavy farm work from both the traction engine and the horse.

The American-built Wallis Cub was the most important new design leading up to World War One. This 1913 tractor pioneered the principles of total engine enclosure and frameless construction that ensured a light but strong machine with an engine sealed against dust and most of the working parts totally enclosed. The basic design of the Wallis still exists on most of today's modern tractors.

THE INFLUENCE OF WAR

Tractor technology took a quantum leap forward as a result of World War One. At the outbreak of war in 1914, the British tractor industry was quietly flourishing with three major companies having a firm control on production. Those firms were Ivel, Marshall and Saunderson. However, three years later, the war effort had all but destroyed British industry. German U boat activities had also all but brought the country to the verge of starvation through their effective campaign in the Atlantic against shipping convoys. The only hope for Britain was to increase its own food

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production. With manpower and horses committed to the European war the only solution was to mechanize agriculture.

The majority of tractors of that time were heavy and slow and not suited to mass production or large-scale farm work. The time was ripe for the mass production of small, light and economical tractors. The only company able to carry out such a programme was Henry Ford who had perfected conveyor-belt production of cars in America. Ford was encouraged to produce the tractors that Britain required, and so, in October 1917, the modern tractor arrived on the scene with a totally enclosed engine, light, economical and 'speedy'.

The three-unit cast iron construction, was similar to that of the Wallis and became the most influential and most commercially important design ever to come onto the market.

Between 1917 and 1928 three-quarters of a million Fordson tractors were sold.

Ford's low prices effectively put many competitors out of business with the resultant demise of famous makes, such as International's Titan and Mogul. Other manufacturers resorted to copying Ford's designs, often rather unsuccessfully, to survive.

Starting old Lanz Bulldog tractors was often a hazardous task. The engines had to be fired by heating a glow plug at the front of the engine with a blowtorch until it is red hot. Unless the operator was quick off the mark, he ran the real risk of ending up getting scorched. Once enough heat has been generated the steering wheel is taken off, inserted in the flywheel and rocked to and fro until the engine fires. This line up was part of a start-up demonstration at the Lumsden Vintage Rally and Country Fair in February, 1985.

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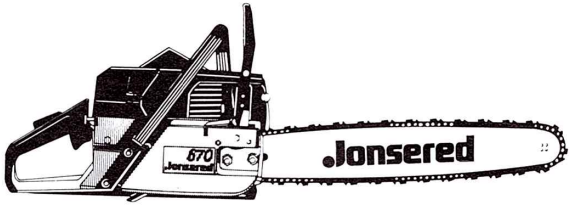

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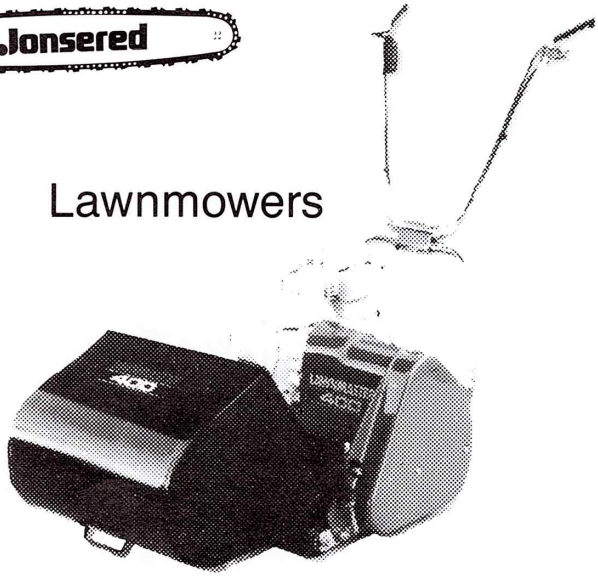
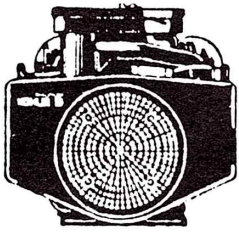


Motors



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In Europe, two designs appeared, Henriech Lanz's Bulldog in 1921 from Germany and the world's first diesel-powered tractor from Benz in 1923. Henriech Lanz began his Mannheim workshop in 1859 making threshing machines. His company's first traction engine was built 20 years later, a model so successful that thousands were sold throughout Europe. After Lanz's death in 1905, company engineers turned their attention to tractor development resulting in the Lanz crude oil tractor of 1921. Thirty years later some 130,000 Bulldogs had been sold.

The simplicity of the Lanz Bulldog and its reliability set the standard for tractors that lasted well into the 1950s. The Bulldog's booming exhaust and cloud of black smoke was its trademark. It had an immense capacity for hard work and could be run on almost any type of fuel including diesel, parafin, and waste lubricating oils. The Bulldog survived in a variety of modifications through to the mid 1950s when it finally succumbed to the superior economy of diesel proper.

In the US, the Farmall, produced by the International Harvester Company in 1924, became a universally popular tractor with, for the first time, the ability to carry out a wide range of agricultural functions that included rowcrop cultivation, carrying implements underneath as well as behind for ploughing and cultivation.

From the late 1920s, diesel power slowly grew in popularity, with the most well-known British model being the Marshall two-stroke, which, although never made in large numbers, endured from around 1930 to the late 1950s.

In 1929, Fordson moved production to Ireland a move that was to benefit Britain and British farmers during World War Two, for without the mass production of such reliable tractors, British agriculture would, as had happened during the 1914-1918 war, fared rather badly. In fact the British Fordson became the mainstay of British farm mechanization for a quite considerable number of years.

SIGNIFICANT ADVANCE

Perhaps the most significant advance in tractor design in the years leading up to World War Two was the advent of the pneumatic tyre, another American innovation.

The pneumatic ture was perfected by the Firestone Company and quickly taken up by the Allis-Chalmers Company. Successful promotion campaigns captured the imagination of the American people. Such promotions included the 'arrest' of a tractor driver for exceeding the speed limit for cars, tractor races with famous racing car drivers and perhaps the most famous, the 'Air Tired Farm Tractor Record Run.' In this, in

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1933, an Allis-Chalmers tractor was driven from Milwaukee to Chicago, a distance of 88 miles in just one minute over five hours.

Early reaction to the pneumatic rubber tyre was sceptical, with most farmers convinced the new wheel would not have the traction necessary for paddock work, plus the risk of punctures. However, without the pneumatic tyre, tractors would still be lumbering along at 5 km/h on heavy steel wheels. The new tyre gave the tractor the ability to move along roads at speed, turning it into a haulage machine. Its new mobility meant it could be returned home to its shed at the end of each day's work rather than being left out in the paddocks under a sheet or at the mercy of the elements.

The acceptance of pneumatic tyres on tractors heralded the decline of the noble draught horse (Clydesdale in New Zealand), a transition that was all but complete in New Zealand at least, by 1950.

The major advantages the pneumatic tyre brought were:

* Made tractor driving easier.
* Created considerably less dirt and dust and thus prolonged engine life.
* Made driving easier on the tractor itself, with greatly reduced vibrations leading to longer engine and body life.
* Tranformed the tractor into a road vehicle.
* Less damage to crops.
* Less compaction damage to the soil.
* Reduced fuel consumption through greater efficiency.

Innovation grows on its own innovativeness. Developments, not only of the tractor itself, but the range of equipment it could carry and work with gathered speed during the latter years of the 1930s as implements designed for horse power were modified and redesigned.

THE FERGUSON INFLUENCE

Among these developments was the hydraulic system, which replaced the complex system of wire rope, pully and winch. The best known advocate of hydraulics was Harry Ferguson whose three-point linkage system for attaching the likes of ploughs to a tractor, played a major role in the further development of mechanical agricultural aids and influenced the design of both tractors and implements right to the present day.

The Ferguson system and the later-to-be produced Ferguson range of tractors is a facinating story that deserves greater space than a booklet of this size can provide. However no work covering the development of the tractor would complete without some mention of Harry Ferguson and the immense contribution that he made to improve the efficiency of farm mechanization.

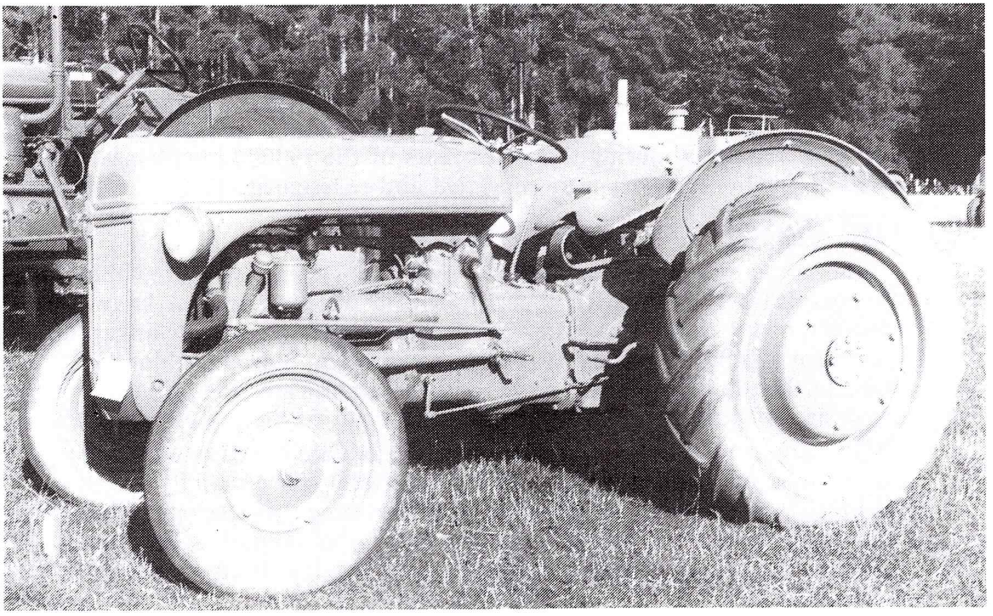
The Ferguson story had a modest beginning on the family farm in Northern Ireland where Harry was born in November 1884. Ferguson's

aptitude as an inventor and mechanic became obvious from an early age and was highlighted by his achievement of being the first person to design, build and fly an aircraft in Ireland in 1909, followed two years later by a similar achievement in Britain.

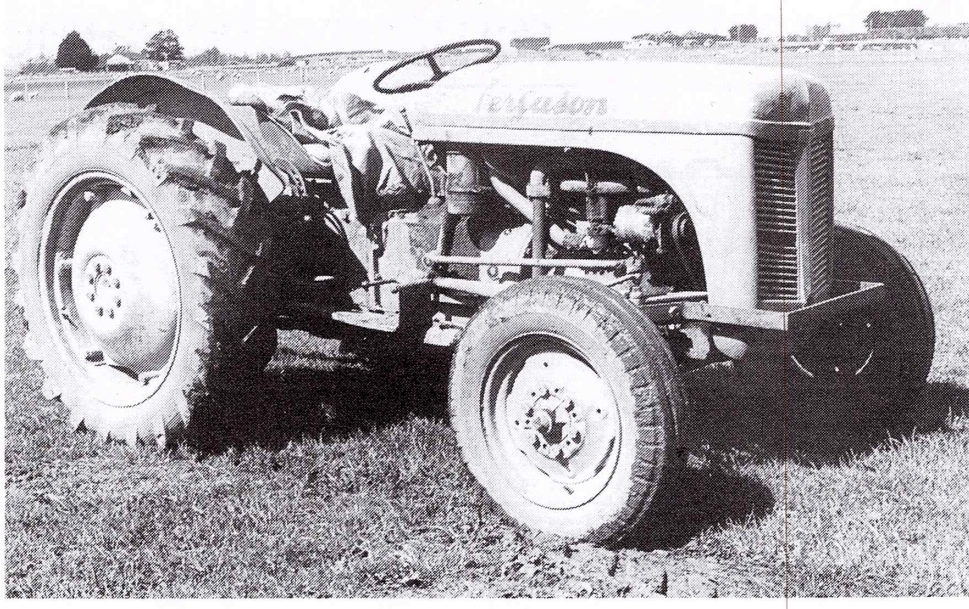
In 1917 Ferguson was asked by the Irish Board of Agriculture to improve the efficiency of tractor power on Irish farms. It was through this work that Ferguson first came up with an idea of a plough that could be operated by the tractor driver through a series of springs making it simple to operate and light-weight. Because of the many different makes of tractors, Ferguson decided it was simpler to design a plough to fit a single make. The first such plough was married to the Eros, a tractor version of the Ford Model T car.

Because Ferguson was unable to gain the acceptance of tractor companies of his invention of converging hydraulic links, his design team set about building their own tractor, the so-called Black Tractor powered by an American Hercules engine. It is this tractor that brought the revolutionary Ferguson system into the world and also laid the foundations for the Ferguson tractor empire.

During more than 30 years, Ferguson formed and broke associations with a number of major tractor manufacturers including David Brown



This 1946 Ford-Ferguson 23hp 2N belongs to Mr D. S. Edgar. It carries the model number of 243510.



A 1954 grey Ferguson still in active service.

('Ferguson-Brown' of 1938) and Ford (the 9N model). Ferguson's own tractor the famous TE20 first rolled off the production line in 1946. Production of the TE20 and the American built T020 peaked in 1951 and 1952 when more than 100,000 a year were produced. By the time production of the TEA ended, ten years later, 517,651 models had rolled off the production line.

Because of their reliability, three TE20s were chosen by the 1957 British, Antarctic expedition led by Sir Vivien Fuchs. The Fergusons, which were driven by a team of New Zealand drivers led by Sir Edmund Hilary, completed the hazardous overland trip to the South Pole without incident, a tribute to the engineering reliability and ruggedness of the 'Fergie'.

Finally, in late 1953 the Ferguson company was merged with the Canadian company, Massey-Harris, a move that was to lead to the almost equally popular Massey-Ferguson range of tractors and associated equipment. That merger also saw the end of the popular grey-painted Fergies and their replacement by the red livery of the new company.

Another important advance that contributed to the evolution of the tractor was the development of power-takeoff. PTOs of various types were tried and largely discarded during the early 1900s and it wasn't until

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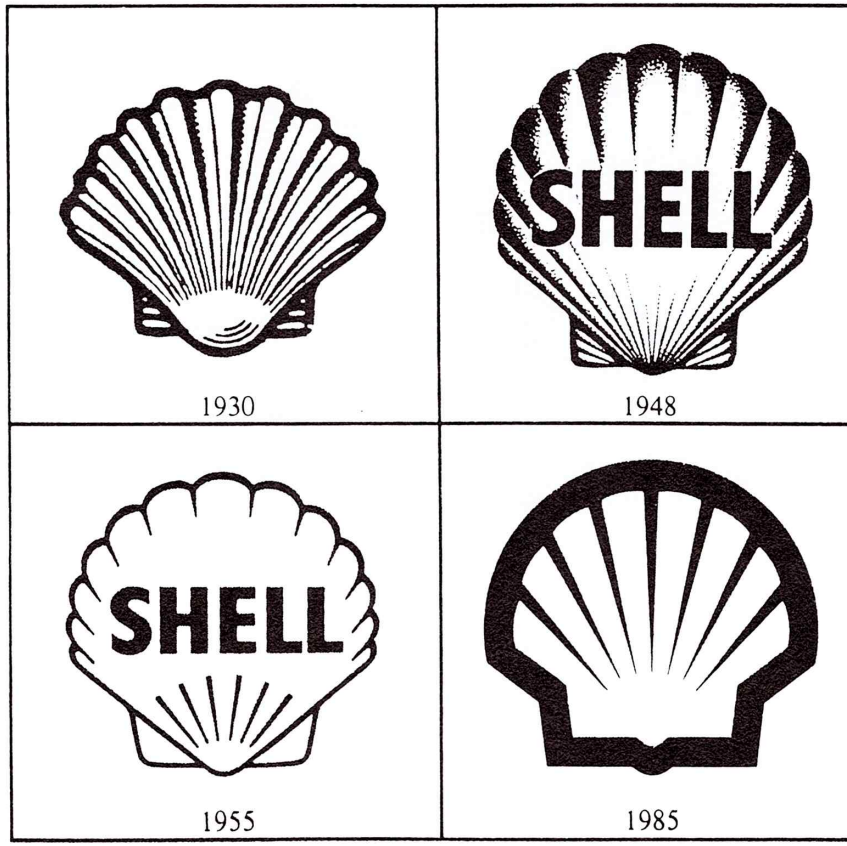

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McCormick Deering produced its 10-20 model in 1923 that PTO became standardised. This enabled farmers to have reliable power for all tractor-mounted machinery such as mowers, binders, headers and hay balers without the added cost of an auxillary engine.

World War Two provided the impetus for British tractor manufacture and by war's end in 1945, the numbers of tractors on British farms had grown to the extent that the days of horse-power on the farm were drawing rapidly to a close. Ninety percent of British tractors in 1945 are believed to have been Fordsons. But it wasn't long before new tractors were to make their presense felt, including the Fordson Major, The series 1 Field Marshall, the David Brown, the Ferguson and the Nuffield from the Morris car maker.

CRAWLERS

The theory of mounting a vehicle on crawler tracks instead of on wheels had been known for probably 200 years or even longer, with several patents on the idea established in Britain from about the second half of the 18th century.

Some attempts to manufacture and market crawler or tracklaying steam engines were made in Britain without much success, but it was across the Atlantic, where the principle of crawler-type vehicles was seen to have worthwhile advantages, that the idea first had commercial success. The Phoenix Company in Wisconsin produced steam-powered crawler tractors for forestry work from 1904, with the Holt and Best companies making crawler steam engines for use in the soft peat lands of California.

It was through the merger of the Holt and Best companies in 1925 that the Caterpillar Tractor Company came into existence. Caterpillar being the Holt trade mark. Because of the early work both former companies had done, it was probably only natural that the Caterpillar Company should produce the first diesel crawler tractor to go into full production. This was the Caterpillar 65, a big four cylinder machine which entered the US market in 1931. It had a two cylinder petrol engine for starting.

Other companies followed with the International Harvester Company T40 in 1932. This was produced in both six and four cylinder versions. The next year saw the first of the Cleveland Tractor Company's Cletrac's with their Hercules electric start engine with Allis Chalmers introducing their first KO spark ignition controlled diesel in 1934. The Cleveland Tractor Company was founded by the White family, makers of the White steam car, in 1916. It survived until 1944 when it was taken over by the Oliver Corporation, another major name in the evolution of the tractor.

Although the enclosed tractor cab may seem like a modern invention, the idea was in fact pioneered by the Minneapolis-Moline Company back in 1938 with their luxurious UDLX model. This was an attempt by the

company to produce a tractor of high standards of safety, driver comfort and style. The UDLX resembled a car rather than the accepted image of a tractor at that time, complete with safety glass all round, windscreen wipers, front and rear lights, and inside insulation to reduce noise and control the cab temperature. Only 150 machines were built. Sadly as is often the case, the UDLX was 30 or 40 years ahead of its time.

The modern tractor is a far cry from its ancestors. With enclosed, sound-proofed cabs; hydraulic, padded seats; radios; air conditioning; power steering and so forth, and even on some models closed circuit computerised TV to monitor implement performance, agricultural work surely has none of the drudgery or frustrations experienced by the forbears of today's farmers.

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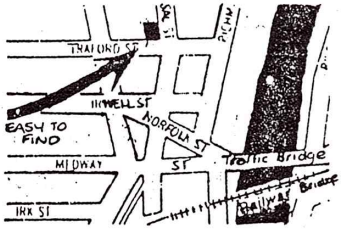

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The Tractor's Place in Otago-Southland

For New Zealand farmers, the early tractor was seen as a supplement to the Clydesdale horse rather than as its replacement. Horse teams were the mainstay of ploughing, sowing and other field work, with the tractor considered suitable for discing, harrowing and helping to ease the rush of spring work.

Horse teams were the backbone of farm work right through until after World War Two. They required intensive care and attention with the teamster often spending up to 14 hours day at the height of the cultivation season caring for and working them.

Mr Don Henderson, whose father farmed in the Waikaka district back in the 1920s, recalls what it was like to work a horse team: 'The normal hours for a teamster was to have the team in the stable by 5.30am, fed and groomed, then harnessed and another feed by breakfast time at seven o'clock. Out to the paddock and working by eight o'clock, home for dinner by twelve and away back to the paddock by one o'clock.

'Back in the stable and unharnessed by six o'clock, another feed after tea, covered, unless it was a hot night and then let out into the paddock by 9.30 or 10pm.

'In between times the stable had to be cleaned out, harness repaired if required and the well-being of the horses had to be seen to.

'When sowing out a paddock of grass seed, the team was in the stable by 3am and in the paddock by 5am. This early start was to try and have the seed sown before any wind that might arise later in the day.'

Each farm also had to devote land for both the grazing of the horse teams and to the growing of oats for chaff, thus reducing the area available for cash crops or domestic livestock. Tractors on the other hand, would keep going for just as long as the supply of water, fuel and oil held out and as long as the driver was prepared to work them.

The change from horse to motorised power was not easy for many farmers and many stories are told of their early experiences with the iron horses. Of course the tractor would not respond to an urgent 'whoa!'

THE IVEL

Although there do not appear to be any records that might show the very first tractor to be imported into New Zealand , an article in the Vintage Farming magazine in August last year states that one of, if not the first, was a Flour City, built by Kinnard-Haines of Minneapolis and imported by the Christchurch company of Booth MacDonald in 1902.

In the south, the first tractor was undoubtedly the Ivel, imported in 1904 by Mr Robert McNab of Knapdale Station near Gore. Mr McNab was later to become the Minister of Agriculture in the Ward Government.

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Mr McNab's tractor is understood to have done everything that was asked of it. The Ivel was a three-wheeled machine with a twin-cylinder, 8hp mid-mounted engine.

The first try out of the Ivel was at Knapdale on December 1, 1904. The first public display was at the Gore A and P show the next day. A public practical demonstration of the Ivel's capabilities took place on Mr T. Green's property near Gore on December 15. Reports of these occasions are fully detailed in the Southern Standard .

December 2 1904—'The great attraction today (the day of the Gore show) will be Mr McNab's Ivel agricultural motor. The machine was brought down from Knapdale yesterday, where, under the charge of Mason Struther's expert (the Christchurch importing company) Mr Christian, it demonstrated its utility by ploughing a piece of pre-emptive right paddock. Mr Christian, who it may be remarked, acquired his knowledge of the machine with the motor on exhibition at the Christchurch show, arrived at Knapdale yesterday morning and in very little more time than it takes to harness a four horse team had the motor ready for work.

'A double furrow plough was attached to the motor and drawn round the paddock at, as the ploughman judged, the pace of a team. The turning at the headlands, however, was done much more speedily by the motor. A three or four furrow plough could have been drawn with practically the same ease.

'It is rather interesting to note that the ploughing done yesterday at the pre-emptive right was the first done in the colony by a motor on an owner's property. The motor will be at the Wyndham and Invercargill shows, but prior to then, Mr McNab intends to give a ploughing demonstration in some paddock close to Gore in order to give farmers an opportunity of judging of its utility in this particular branch of agriculture.'

Extracts from a later report in The Standard are of further interest and give an indication of the 'controversy' the advent of the tractor was to bring. **December 16**—'The majority of farmers consider that if it came into general use it would play havoc with the horse-breeding market, but of course, whatever electricity or similar motive power has superceded manual or animal labour, doubts of a similar nature have almost invariably found expression. However, there is little fear of the motor coming into general use. It is fitted for the work of a big farm, for haulage and for motive power for chaffcutting and mill driving. On hilly land it will not be a success.

'The motor Mr McNab has purchased is a 13 hp brake, equal to about nine actual and it is powerful enough to drive a 4' 6" mill, haul a chaffcutter, drive the same stationary and similar work. For road work it is not of much utility, as too much of the power is required for its own propulsion where inclines are met, to render it useful for pulling heavy

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loads. The cost (four hundred pounds), at present places it beyond the reach of the small farmer even if it suited him.

'Approximately it can do the work on the farm of two teams and ordinary farmers do not have sufficient ploughing for two teams, hence on a small farm it would be idle a good deal of the year. The fluctuations in the price of petrol make the cost of running the motor somewhat of an uncertain quantity, but against this expense is the saving of feed, which is an important item in the farmer's expenditure.

'It is obvious the machine has great possibilities. Yesterday's ploughing was done expeditiously and neatly and without any blocking of any sort. Further evidence of the motor's utility for farm work will be eagerly watched as a wide interest is taken in its introduction to the district.'

Ivels known to exist are in the John Moffit Hunday Museum in North East England and at the Museum of Science and Technology in South Kensington, London.

* * *

Mr George Paterson, one of the founders of the Thornbury Vintage Farm Machinery Club, recalls how his father and at times, his brother, were often sceptical about the use a tractor could be on their Waikaka property. Their first tractor was a 20hp Holt two ton crawler, purchased in the late 1930s. Once they had been convinced that the crawler could do in two hours what would take a horse team one or two days to do, they accepted it as a useful farm tool, he said.

In younger days, Mr George Paterson and sister Ina on the family's Holt-Caterpiller 2 ton crawler, a 4 cylinder OHC that developed 30hp at 1000rpm. The tractors were painted grey. They had a reputation as lively performers.

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One of his early experiences with the Holt crawler probably added to his father and brother's scepticism of the value of the new fangled machine. While working on a steep side of a hill, Mr Paterson had put the crawler into a sideways slide and after bringing the machine to a rather precarious and perhaps ignominious stop, he abandoned it and walked back to the homestead where a six-horse team was dispatched to pull the tractor back to safe ground. 'It was a bit of a comedown,' he said. 'The teamster never forgot it. But once you got used to the tractor there weren't too many places you couldn't go.'

Mr Paterson considered that the tractor's role in developing New Zealand's agricultural potential has been under-estimated. His view, and that of many 'tractor-farming pioneers,' is that: 'The tractor probably did more to break in Southland than lime or even drainage.'

'TERRIBLE TO DRIVE'

Another early recollection that provides an interesting and amusing insight into how farmers took to the early tractor, is that of 75 year old Mr Jack Anderson, whose father had a 'bit of a kink' for machinery and was the first in the Thornbury district to buy a Fordson, back in 1922. 'It was a terrible thing to drive-dangerous and tricky to start. Often we had to put a horse in front to pull start it.'

Mr Anderson recalled how the tractor had been delivered to Thornbury by rail and on its arrival the serviceman from Invercargill filled the differential with oil, but in the process and haste, dropped the oil tin lid into the diff housing. Because of time and the fact that a large crowd of locals had gathered to see the new-fangled contraption drive from the town to the family's farm a few miles away, the serviceman did not have time to try and recover the lid. Needless to say, the inevitable happened. The lid worked its way down into the drive cogs where it logged tight, so tight that the tractor stalled to an inglorious stop in front of the local store. A complete strip down of the machine was required to remove the offending lid. 'It created quite a laugh,' Mr Anderson said.

His father died a few years later and because 'I hated the old thing,' Mr Anderson abandoned the Fordson in favour of the reliable and trusty horse team.

* * *

A report carried by The New Zealand Farmer magazine in 1922 is of interest. The article concerns a report of an 'agricultural tractor' which had been used by a Mr W.W. Mulholland of Darfield for the prevous two years: 'Mr Mulholland stated that he has found his tractor very reliable and that he has had practically no lost time with it up to the present.

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'So far as Canterbury is concerned, Mr Mulholland has found working costs of a tractor are a little too high to make it a formidable competitor with a team of horses. In other words, it is not likely to drive the draught horse into oblivion.'

However, Mr Mulholland was quick to recognise the added value a tractor could be to farmers, especially when changeable weather caused farm work to fall behind: 'My tractor enables me to carry out cropping plans far beyond the capacity of my team (horse) at a particular season when such plans seem desirable, as, for example the sowing of a large area of land to wheat last season when the crop promised to be more profitable than other lines of farm produce. But for my tractor I could not have successfully carried out the scheme that I had mapped out.

'It is also useful for special work such as ploughing roadsides to control the growth of gorse, grubbing the turnip crop, etc and obviates the necessity of taking the team from its regular work.'

* * *

An item found in The Southland Times of July 4, 1925, probably captures the essense of many of the early tractor demonstrations:

'Messrs Invercargill Tourist Company, local agents for the International Harvester Company, held a tractor and tractor disc harrow trial on the farm of Mr J. H. Thomson of Thomsons Crossing on Wednesday.

'There was a fair attendance of the public to see this up-to-date combine at work. The tractor, a McCormick Deering 10/20 was attached to a double set of McCormick Deering tractor discs and set the pace up the field in second gear, doing the work of eight horses with ease the perfect seed bed left was also noted.

'Another feature is the simplicity of operation; the whole control is from the seat of the tractor. Much interest was also taken in the McCormick Deering Tractor, the power and simplicity appealed to all.'

The article concluded on the note that Mr Thomson was to be congratulated for trialling the equipment.

It is also of interest to compare some prices of farm produce and costs of say 60 years ago with those of today. For example, in the 1924-25 wool-selling season, the average price of crossbred wool was around 20 pence a pound or what in today's currency would be equal to around $60 a bale. One and a half gallons of kerosene cost around 20 pence, the same as a man's wage for one hour's work on a threshing mill. A Fordson tractor in 1924 cost the eqivalent of six bales of wool, one hundred and eighty pounds ($360) In 1960 a Fordson tractor cost approximately 18 bales of wool, eleven hundred pounds ($2200). By comparison a 1988 four-wheel drive Ford 6610, 86hp tractor, with fitted factory cab cost around $56,000

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(GST excluded), which, based on the average crossbred wool prices at the October 12 wool sale, cost the equivalent of about 70 bales. Little wonder that sales of tractors have declined rather dramatically in the last few years.

SALUTE TO PIONEERS

The message from the president of the West Otago Vintage Farm Machine Club in the catalogue of the club's first rally held in 1960, captures the essence of the vintage tractor movement and is a salute to not only the early pioneers but to the passing of the trusty Clydesdale. The club's president was Mr M.H. Rodger:

> 'Those farmers of West Otago who, 40 or 50 years ago, had the foresight to invest in machinery in order to work their properties to the best advantage are remembered today by this, the first exhibition sponsored by the West Otago Vintage Farm Machine Club. The objects of the club are to restore and preserve farm machines as a tribute to those who invented them and those who pioneered their use.
>
> 'In a district which was once famed for its Clydesdale horses the men whom we think of and honour today were the laughing stock of their fellows, but they lived to see farm machinery universally used.
>
> 'The names of some of these pioneers who were criticised for their so-called folly and the year in which they made their purchase will be found

This photograph was taken at Tapanui in 1976. On the seat of the 1919 Cleveland is Mr Win Kirk who drove the tractor when new for its owner, Mr E. H. Murney, Tapanui. In the background is Mr Syd Tremaine and his four horse wagon team.

elsewhere in this programme. I am happy to say that some are in attendance today.

'The advent of machinery has sounded the death knell of the once admired Clydesdale horse. This fact is to be regretted, but such is the march of progress.

'I feel, along with many others that the club is serving a useful purpose in preserving machinery which would otherwise be falling into decay in barns and under hedges and trees. Today's display will also serve to illustrate to the younger generation what their forefathers had to contend with in respect to early farm machinery.'

Perhaps with this Centennial of the Tractor, we should spend time recalling some of the other early known pioneering farmers in the south who followed the example of Mr McNab and who, in spite of the scoffing of their neighbours saw the potential the 'agricultural motor' could have in their farming operation. Each district had its fair share of such far-seeing farmers and while this record lists these few, there were no doubt many others.

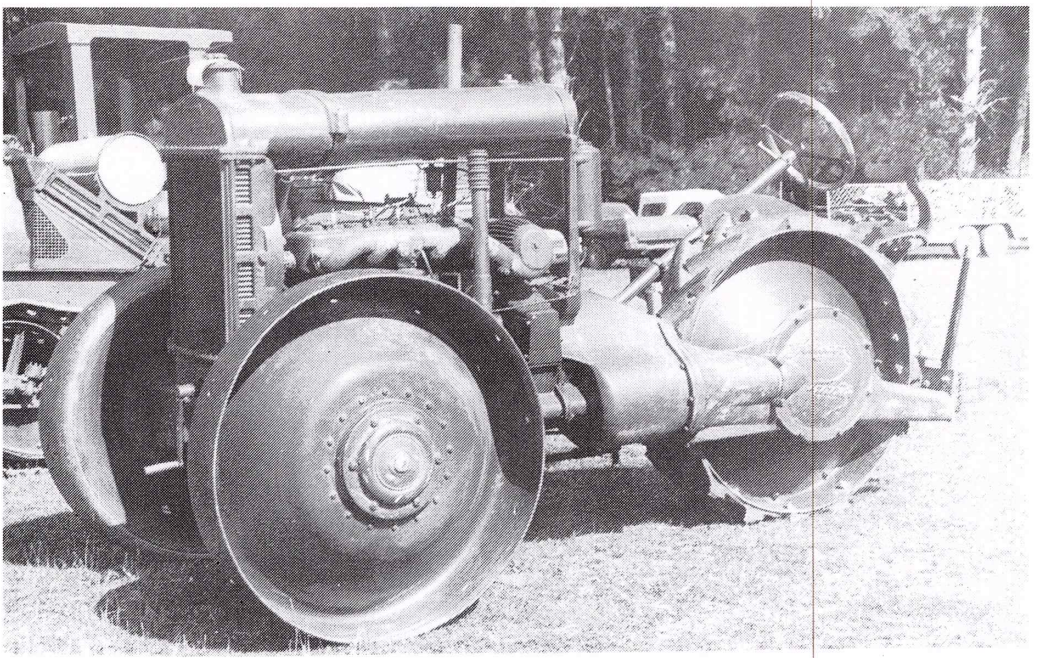
The first tractor to come into West Otago was a Cleveland H (serial no. 3971) owned by Mr E.H. Murney of Tapanui. The New Zealand agent was W. Crozier of Christchurch. This restored model is the only one in New Zealand and is in the proud possession of Mr N.J. Young. Other early tractor owners of the 1920s remembered by the West Otago Vintage Club include Chas Smaill, Moa Flat, Alex Bathgate, Crookston, Fred Gutschlag, Waikaka, Wm Walker, Heriot, Thomas and Alex Crossan, Kelso, E.D. McKenzie, Pomohaka, A.S. Herbert , Heriot, D.G. McDuff, Kelso, W.A. Baxter, Pomahaka, Alex Thomson, Kelso and Arthur Hancox, Tapanui.

Another tractor, also the only model still in existence in this country is a 1920 Glasgow (No168). The three-wheel machine was imported by Chas Smaill of Moa Flat, Heriot who had seen one demonstrated at Lincoln, England in 1919. Only 250 models were produced as it was not considered to be a great success. This tractor was acquired by Mr Murray Rodger of Crookston who restored it in time for the West Otago Vintage Club's first rally in 1960.

Five 1922 Samson Model M tractors came to Otago. The only one to survive is no 23154, owned by Mr K.W. Thomson.

In other areas of the country, early tractors are still in existence such as a 1908 Mogul at Tapawera, a 1908 Titan at Geraldine, a 1910 Saunderson-Mills at Geraldine, a 1917 Avery Atom, Thornbury, a 1917 Little Giant, Thornbury (the only one in New Zealand), and a Moline D, West Otago.

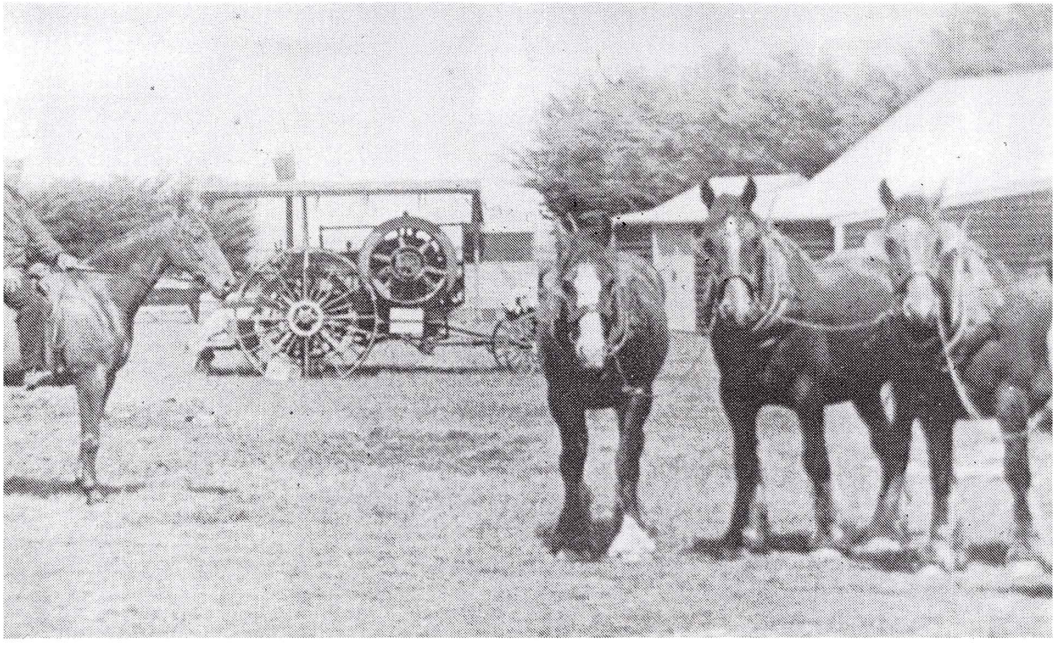
One of the early tractor owners in the Southland plains area was Mr William Watson of Heddon Bush. In front of the president of the Wallace



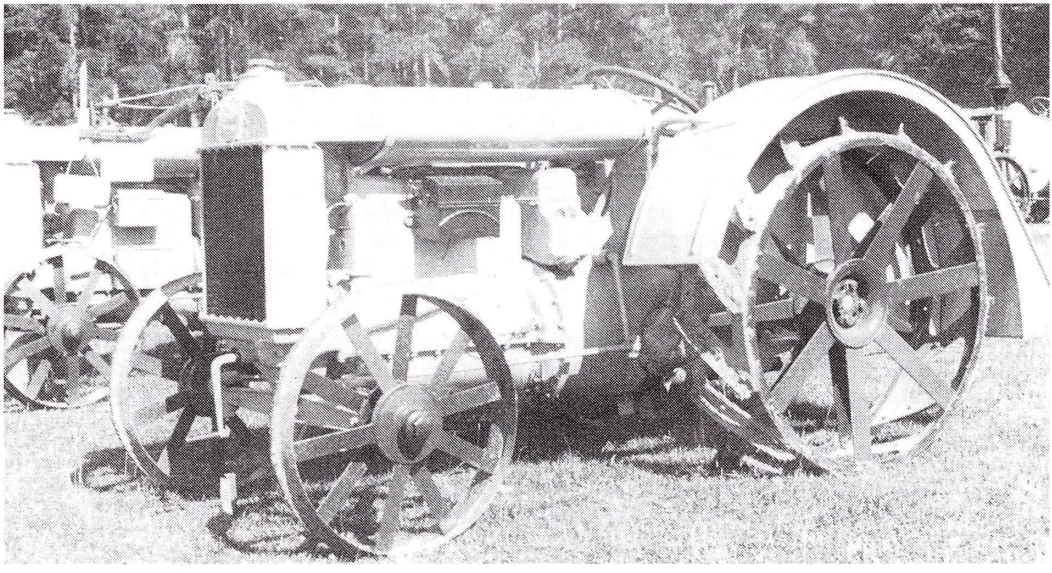
This is the only remaining example of a three-wheel Glasgow in New Zealand. The 1920 model, No. 168, was imported by Mr Chas Smaill of Moa Flat, Heriot, who had seen it demonstrated at the Lincoln Tractor Trials in England the year before. Only 250 Glasgows were apparently produced. It was powered by a four cylinder sv engine which developed 25hp at 1000rpm. It has two forward and one reverse gears and weighs 25cwt. The tractor was not considered a great success for agricultural work, but was useful for driving a chaffcutter. The Glasgow was acquired by Mr Murray Rodger of Crookston, in 1959, who restored it in time for the West Otago vintage rally in 1960.

A and P Association, Mr J. Ryan,and other local farmers, Mr Watson demonstrated his International Titan on his Mayfield property on December 7 1918. Writing in the Otautau Standard, Mr J. Fisher recalled of the ploughing demonstration: 'The motor traction soon convinced the visitors that the day of mechanical ploughing had arrived. Travelling was done at a good walking pace and the work appeared to give no trouble to the machine which was ploughing eight acres a day at a cost of four shillings an acre.'

In the Waimea Plains district, the first tractor is credited as belonging to Mr Fred Butler, who purchased an International in 1920. The mid-1920s saw the start of a boom in tractor sales in Northern Southland, where the lighter soils were ideally suited to tractor power. The first to buy the popular mass-produced Fordsons in the area are remembered as being Messrs A. Horrell, Waipounamu, J. Sheed, Pyramid, T. McMath, Riversdale, R.C. O'Shea, the Dunn Brothers and F. Shallard, Kaweku.



This historic photograph records the beginning of the end for the trusty Clydesdale horse team. Behind them in a contrast of the "old" and the "new" is the first tractor to be used in Central Southland. It is an International Titan which was demonstrated on the Heddon Bush property of Mr William Watson on December 7, 1918. The Titan was introduced by the International Harvester Company between 1914 and 1916 and came in two models, the 10-20 and the larger 15-30.



A 1926 20hp Fordson.

Larger machines such as the Wallis were bought by G. Horrell and T. Butler, while Reuben and Isaac Butler opted for a McCormick Deering, the first tractor to be fitted with power take-off. During the 1920s period the agent for Case tractors was J. Green of Riversdale who sold the first one to Mr A. McAllan of Waipounamu. The first farmer to have rubber tyres fitted to his tractor was Mr W. Butler of Waimea who made the switch to his McCormick Deering 10-20 in 1935.

One of the first farmers in the Waikaka-Knapdale district to buy a Fordson was Mr Don Henderson whose son, in a family history, has recorded some of the interesting experiences his father had on early tractors which, apart from the Fordson, also included a Hart Parr, bought in 1928.

In those days, tractors did not have driving lights and when any night driving was done, someone had to walk in front of the tractor carrying a lantern to guide the driver. Mr Henderson senior was travelling to Waimumu one year with his tractor and mill to thresh some crops and after leaving the gravel road decided to stop and put grippers on the wheels for safer traction. A little way on the mill team was met by someone who was to guide them on their way. On the advice of this person the grippers were removed and the tractor continued at a somewhat faster rate.

'Shortly they came to a steep decline and ungravelled at that, but by the time they realised that, it was too late to stop. Ernie Keating who was one of the mill crew, and a farm hand were walking in front of the tractor, one each side with a lantern showing Dad where to go, when suddenly the outfit took off, more or less out of control.

'Ernie, realising what had happened, jumped out of the way, but by a stroke of luck, the other chap didn't and managing to stay in front he guided them to the bottom.' When tractor and mill finally came to a stop at the bottom, the farm hand exclaimed: 'By joves that tractor can go!'

That experience wasn't the last close call Mr Henderson had, twice tipping the tin mill over, one time the feeder elevator catching and breaking off the tractor seat.

Mr Henderson was also one of the early owners of the Bristol crawler tractors. This was a small machine to which he fitted a horse mower for cutting thistles, and topping paddocks. The front of the tracks were set well back so that with a lot of front engine overhang and when travelling at a 'reasonably fast' speed, the tractor tended to nose-dive, quite an unnerving experience for the driver. Mr Henderson solved the problem by fitting the wheels and axle off an old car to the front of the crawler and steering them with a lever mounted on the tractor—an odd-looking arrangement, but one that apparently was a big improvement.

* * *

AUSTIN BROS 1980 LTD

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ELECTRICAL, HARDWARE, GIFT LINES

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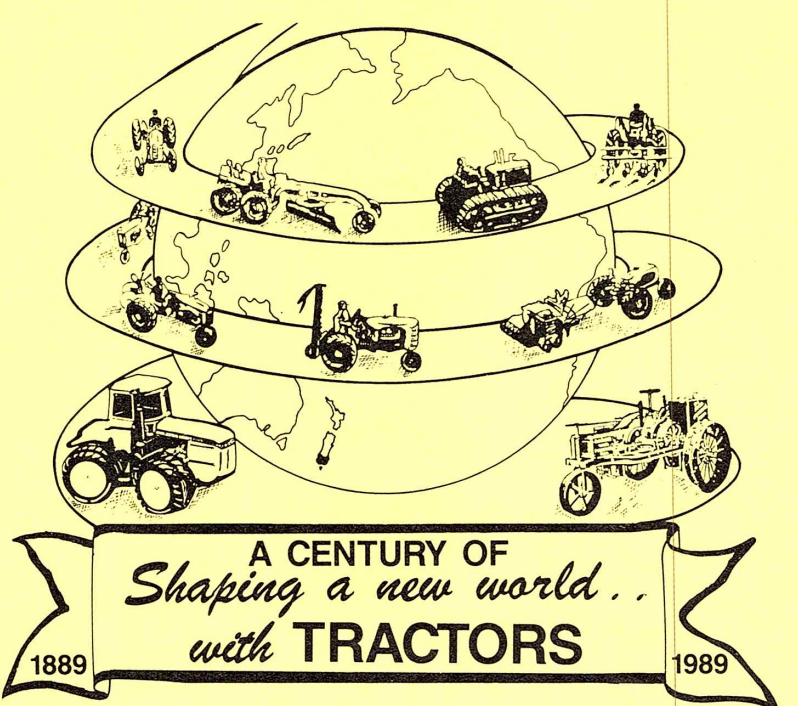
FROM RUST TO RESTORATION



TRACTOR CENTENNIAL RALLY — GORE

Programme & Entries

February 24-26 1989

Entries

VETERANS

No.	YEAR	MAKE	SERIAL No.	OWNER
1	1917	Avery Atom		B. McLean, Thornbury
2	1918	Little Giant		N. Simpson, Thornbury
3	1919	Austin		G. C. Gamble, Mosgiel
4		Garner		N. G. Holden, Roxburgh
5	1920	Glasgow	168	M. H. Rodger, Karitane
6	1921	Bates	4524	P. A. Thomson, Kelso
7	1921	Bates		McKenzie Family, Christchurch
8	1922	Samson	23154	K. W. Thomson, Kelso
9	1924	Peterboro	97	P. Smith, Heriot
10		Peterboro		L. Wilson, Alexandra
11	1927	Wallis		N. G. Holden, Roxburgh

ALLIS CHALMERS

No.	YEAR	MODEL	SERIAL No.	OWNER
14	1936	U	2633	C. Caird, Te Anau
15	1937	M		P. Miller, Gore
16	1937	WC		I. Bulling, Thornbury
17	1937	WM		M. A. Sim, Heriot
18	1938	B		G. Flockton, Tapanui
19	1938	WC		D. A. Gutschlag, Balfour
20	1939	LI	3316	B. Ward, Clinton
21	1940	M	1151138	M. Horrell, Riversdale
22	1942	U		P. Johnstone, Brydone
23	1943	B		Hokonui Pioneer Park
24	1943	C		C. B. Campbell, Edendale
25	1943	C		O. K. Milnes, Gore
26	1943	WF	2902	B. G. Ruthven, Gore
27	1944	WF		A. Beck, Invercargill
28	1948	G		S. Ruthven, Tapanui
29	1949	WD		C. K. Davidson, Dipton
30	1951	B		S. Katon, Mataura
31	1956	WD45	211538	C. B. Campbell, Edendale
32	1957	D270		F. R. Henderson, Mataura

CASE

No.	YEAR	MODEL	SERIAL No.	OWNER
35	1926	Cross		C. J. Dickson, Waihola
36	1928	12-20	56216	Thornbury Vintage Club
37	1929	I		C. J. Dickson, Waihola
38	1935	LI		W. R. Rizzi, Invercargill
39	1936	C		G. Rae, Gore
40	1938	CC	4201401	P. Dickson, Edendale
41	1938	L		E. Tytler, Gore
42	1938	R	4325283	B. Croot, Winton
43	1942	DC		D. McDonald, Gore
44	1942	DC4		A. Pearsey, Mataura
45	1942	SEX		S. Ruthven, Tapanui
46	1943	LA		P. Dickson, Edendale
47	1944	DC4		Hokonui Pioneer Park
48	1947	DEX		R. L. Watson, Roxburgh
49	1948	DEX	5207334	B. C. Stuart, Wrights Bush
50	1948	DEX		C. B. Lawrence, Gore
51	1950	SEX		P. W. Morris, Waikoikoi
52	1952	DEX		S. Bulling, Thornbury
53	1956	Super 400		J. W. Mitchell, Edendale
54	1965	730		W. A. Smith, McNab
55	1967	831		E. Tytler, Gore
56		DEX		R. Powell, Wallacetown

CATERPILLAR

No.	YEAR	MODEL	SERIAL No.	OWNER
58	1920	2 Ton		F. Shearing, Waipango
59	1929	10	PT 751	R. J. Herman, Kennington
60	1930	15	PV 2536	C. K. Gardyne, Chatton
61	1932	15		C. B. Lawrence, Wendonside
62	1933	20		J. W. Dodd, Aparima
63	1934	22	2F 858	D. Muir, Te Tipua
64	1935	22		P. Dudley, Gore
65	1936	22	152050 WSP	R. Nichol, Lawrence
66	1938	R2		Bill Ward, Clinton
67	1938	D2	5J2382SP	H. Chisholm, Menzies Ferry
68	1951	D2	509706	J. Chisholm, Menzies Ferry
69	1957	D2		R. & C. Humphries, Mokoreta
70	1937	RD4	4G5504W	R. G. Body, Kelso
71	1939	RD4	4G7006W	D. O'Hara, Gore
72	1950	D4	709770	G. Rivit, Moa Flat
73	1968	04D	88A358	Brian Mason, Waimahaka
74	1948	Plough		Brian Mason, Waimahaka
75	1951	D8		M. Carran, Riverton

CHAMBERLAIN

No.	YEAR	MODEL	SERIAL No.	OWNER
77	1962	Countryman Six		D. Shearing, Riverton
78	1964	9G		G. J. Leitze, Waikoikoi
79	1980	4080		S. Clearwater, Castlerock

CLETRAC

No.	YEAR	MODEL	SERIAL No.	OWNER
81	1919	Cleveland H	S/H 3791	N. G. Young, Tapanui
82	1919	W		D. Boatwood, Te Anau
83	1927	W	S/N 28882	G. A. Roulston, Wanaka
84	1937	AG4		S. C. Bulling, Thornbury
85	1938	BDH		D. H. Chittock & Family, Gore
86	1940	EG42		T. W. Winn, Wyndham
87	1948	AD		D. & N. Hellyer, Wyndham
88	1949	BDH		D. H. Chittock & Family, Gore

DAVID BROWN

No.	YEAR	MODEL	SERIAL No.	OWNER
91	1945	VAK		O. L. & G. K. Collinson, Inver.
92	1945	VAK		O. L. Collinson, Bluff
93	1949	Cropmaster		C. R. Shaw, Wyndham
94	1949	Cropmaster		A. Donald, Wyndham
95	1950	Super Cropmaster	SP 13140	M. Gerken, Balfour
96	1953	Cropmaster		D. & N. Hellyer, Brydone
97	1955	30D		A. Donald, Wyndham
98	1953	900		R. A. Johnstone, Gore
99	1965	990	56523	B. L. Thomas, Heriot
100	1967	770		R. Cullen, Brydone
101	1976	995		C. R. Shaw, Wyndham
102	1976	1212		C. V. McDonald, Gore
103	1976	12104WD		Southland Farmers Co-op, Gore
104	1981	13904WD		R. Shaw, Wyndham

FIELD MARSHALL

No.	YEAR	MODEL	SERIAL No.	OWNER
107	1936	CD4		B. Ward, Clinton
108	1948	Series 2		B. Ward, Clinton
109	1947	Series 3A		H. Clark, Alexandra
110	1947	Series 3		J. Cradock, Alexandra

FORD

No.	YEAR	MODEL	SERIAL No.	OWNER
112	1923	F		J. F. Robson, Gore
113	1923	F		C. D. McFadzien, Ferndale
114	1924	F	465623	A. E. McKenzie, Wrights Bush
115	1925	F	484969	S. Katon, Mataura
116	1925	F		S. Ward, Knapdale
117	1929	N		Scobie Family, Wyndham
118	1929	N		M. Howden, Invercargill
119	1935	N		W. L. Caughey, Gore
119A	1935	N		Scobie Family, Wyndham
120	1936	N		R. G. Howden, Lochiel
121	1936	N		K. Jenkins, Makarewa
122	1936	N	805726	J. Watt, Balclutha
123	1936	N		A. M. Allan, Oamaru
124	1937	N		P. H. Wither, Outram
125	1938	N	828724	M. E. J. Pilgrim, Tapanui

126	1944	9N		N. Robertson, Dunearn
127	1947	E27N		D. McDonald, Chatton
128	1948	E27N		I. Bulling, Thornbury
129	1950	E27N		Scobie Family, Wyndham
130	1950	E27N		M. Horrell, Riversdale
131	1950	E27N Perkins	628001	Hedley Family, Te Tipua
132	1950	E27N		A. Bowers, Ashburton
133	1949	E27N		W. L. Abernethy, Gore
134	1950	E27N		J. Sime, Outram
135	1952	DKN		D. A. Bathgate, Crookston
136	1953	Fordson		N. B. McRae, Wendon Valley
137	1954	Road Less		J. Sime, Outram
138	1954	Road Less		R. A. Rizzi, Wallacetown
139	1952	Major Digger		G. E. Horrell & Sons Ltd., Gore
140	1961	Dexta		Robb's Garage, Roxburgh
141	1963	Super Major		G. W. Elder, Riversdale
142	1965	4000		R. S. J. Hargest, Charlton
143	1974	5000 Plus		C. B. & C. M. Davis, Gore
144	1980	4100		C. B. & C. M. Davis, Gore

HART PARR

No.	YEAR	MODEL	SERIAL No.	OWNER
147	1928	28-50		R. Henderson, Edendale
148	1929	18-36	33403	P. W. Dickson, Gore
149	1929	18-36	86791	R. J. Herman, Kennington

INTERNATIONAL HARVESTER

No.	YEAR	MODEL	SERIAL No.	OWNER
151	1916	Mogul	SB13650	M. H. Rodger, Tapanui
152	1918	Junior 8-16		G. Patterson, Invercargill
153	1918	Titan 12-22		M. D. Robertson, Gore
154	1925	15-30		C. D. McLeod, Invercargill
155	1929	22-36		G. R. Wallis, Wanaka
156	1930	22-36		G. R. Henderson Seaward Downs
157		F-30		I. Elder, Riversdale
158	1936	10-20		B. Butler, Riversdale
159	1936	10-20		D. McDonald, Chatton
160	1936	O12		M. Adamson, Riversdale
161	1936	O12		Southland Farmers Co-op, Gore
162	1936	W12		S. Ruthven, Tapanui
163	1936	W12		G. R. Wallis, Wanaka
164	1936	F14		C. M. McLean, Thornbury
165	1936	W30	WB14666	A. J. Thomson, Heriot
166	1936	ID40		F. Shearing, Riverton

167	1936	WK40		F. Shearing, Riverton
168	1936	WD40	WDC 814-ZPT	G. A. Galland, Te Anau
169	1937	F12		G. W. Elder, Riversdale
170	1937	F20		C. B. & C. M. Davis, Gore
171	1937	TD35		G. R. Wallis, Wanaka
172	1938	O12		B. Mahon, Gore
173	1938	O12	053263	P. Boult, Gore
174	1938	F12		B. Cronin, Tapanui
175	1938	O14		D. A. Gutschlag, Balfour
176	1938	O14	053871	C. B. Lawrence, Gore
177	1938	F14		R. Martin, Otama
178	1938	F14		W. L. Caughey, Gore
179	1938	F20		R. A. Gerken, Balfour
180	1939	F20		C. D. McLeod, Invercargill
181	1939	M		G. R. Scobie, Mataura
182	1939	WD40		C. D. McLeod, Invercargill
183	1940	MD		West Otago Club, Tapanui
184	1940	T20		D. McDonald, Chatton
185	1941	B		M. Garrett, Heriot
186	1941	M		C. B. & C. M. Davis, Gore
187	1943	W4		D. & N. Hellyer, Brydone
188	1943	M		Hokonui Pioneer Park
189	1944	W4		G. W. Elder, Riversdale
190	1944	W6		D. & N. Hellyer, Brydone
191	1944	WD9	WDCB 6460	R. Thornley, Nightcaps
192	1945	Cub		A. J. Sheehan, Pukerau
193	1945	A		R. E. Winter, Gore
194	1945	H		H. Reid, Wyndham
195	1945	H		W. J. Winn, Wyndham
196	1945	H		L. G. Brown, Riverton
197	1945	W6		E. D. Bullmore, Balfour
198	1945	WD9		R. R. Shearing, Riverton
199	1946	A		M. E. King, Balclutha
200	1946	H		R. S. J. Hargest, Gore
201	1946	H		R. S. J. Hargest, Gore
202	1946	M		L. G. Brown, Riverton
203	1946	M	992-92X3	G. W. Elder, Riversdale
204	1947	H		E. H. Hill, Riverton
205	1947	W4		W. J. Winn, Wyndham
206	1947	WD6		G. A. Galland, Te Anau
207	1947	WD9		G. Wilson, Te Anau
208	1948	FC		E. H. Hill, Riverton
209	1948	H	FC58905	G. E. Jarvie, Kaitangata
210	1948	M		C. K. Gardyne, Gore
211	1949	Cub	FBA 194182X3	G. E. Jarvie, Kaitangata
212	1949	A		M. Orr, Waimumu

213	1950	TD6		W. L. Affleck, Tapanui
214	1950	TD9		W. M. Kane & Sons, Tapanui
215	1951	Super A		S. Ruthven, Tapanui
216	1952	T6		R. A. Rizzie, Wallacetown
217	1953	BM		G. R. Scobie, Mataura
218	1953	BMD		G. Hale, Tapanui
219	1953	Super BMD	8153	A. D. McDonald, Te Anau
220	1955	Super BMD		R. Agnew, Edendale
221	1955	T6		West Otago Club, Tapanui
222	1955	TD9		D. Mulqueen, Gore
223	1956	Super BMD		D. McDonald, Te Anau
224	1956	650		A. J. Keetley, Rangiora
225	1956	650		G. E. Horrell & Son, Gore
226	1956	BTD6		R. Agnew, Edendale
227	1960	A554		M. Gerken, Balfour
228	1961	414		W. J. Winn, Wyndham
229	1962	414		B. A. Bathgate, Tapanui
230	1966	606		McKenzie Family, Christchurch
231	1966	706	4156SY	R. J. Cruickshank, Gore
232	1966	806		M. D. Robertson, Waikoikoi
232A	1974	BTD6	20846	D. Boyd, Moa Flat
232B	1982	3388	10833	L. Dickie, Ferndale

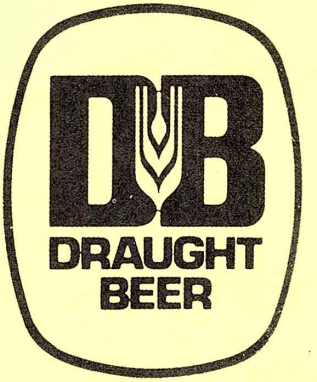
JOHN DEERE

No.	YEAR	MODEL	SERIAL No.	OWNER
232C	1928	D	69983	H. Chisholm, Menzies Ferry
233	1929	D		Ross Henderson, Edendale
234	1929	D		M. Robertson, Glenkenich
235	1935	D	129874	R. McBride, Mossburn
236	1948	D		D. McKay, Wendonside
237	1937	A	444244	H. Chisholm, Menzies Ferry
238	1945	A	551953	D. J. Goldsmith, Makarewa
239	1946	A	555971	Adam Black, Tapanui
240	1947	AW	603072	D. J. Goldsmith, Makarewa
241	1949	A	626445	J. Chisholm, Menzies Ferry
242	19	AR		D. Bathgate, Crookston
243	1945	AR	265427	A. Rutherford, Ardlussa
244	1937	AO		G. Howden, Prebbleton
245	1937	B		Mrs J. Stewart, Waikuku
246	1947	B	207471	J. Chisholm, Menzies Ferry
247	1947	G	28914	G. Elder, Riversdale
248	1947	G		R. Stewart, Riversdale
249	1948	G	29424	Adam Black, Tapanui
250	1948	G		D. McDonald, Chatton
251	1948	G		J. A. McIntosh, Pukerau
252	1942	H	H35477	D. H. Carter, Mandeville
253	1937	L		B. Tull, Waikuku
254	1948	M		D. McDonald, Chatton

255	1949	M		M. Adamson, Riversdale
256	1951	MT		C. B. Lawrence, Wendonside
257	1951	MT	34061	Adam Black, Tapanui
258	1952	MT		Southland Farmers Co-op, Gore
259	1952	R	12222	Ken Smith, Winton
260	1952	R	12902	Adam Black, Tapanui
261	1952	MC	17439	R. McBride, Mossburn
262	1954	40c	66771	G. C. Glover, Brydone
263	1955	420c	125180	P. Roughan, Te Tipua
264	1958	420c	130519	Adam Black, Tapanui
265	1953	40	70718	E. J. Pilgrim, Crookston
266	1953	50	5011869	P. A. Sherriff, Feldwick
267	1954	50		M. E. Thomson, Balclutha
268	1955	50		J. S. Anderson, Wallacetown
269	1955	60	6052657	J. F. Thornton, Momona
270	1956	60	6059547	J. Chisholm, Menzies Ferry
271	1955	70D	7029701	Currie Bros., Mossburn
272	1965	2010		Adam Black, Tapanui
273	1966	3010		B. Howden, Waikoikoi
274	1966	5010		S. Allison, Milton
275	1972	2120		Southland Farmers Co-op, Gore
276	1968	3020		C. McFadzien, Ferndale
277	1978	2130		F. Weatherburn, Te Tipua
278	1982	2140		C. McFadzien, Ferndale
279	1985	1640		Southland Farmers Co-op, Gore
280	1980	8440		Southland Farmers Co-op, Gore
281	1988	3650		Southland Farmers Co-op, Gore

LANZ BULLDOG

No.	YEAR	MODEL	SERIAL No.	OWNER
284	1932	1530		I. J. Sutherland, Ardlussa
285	1935	38		T. Whiteside, Clinton
286	1936	N		D. Mulqueen, Gore
287	1936	N		W. Bradley, Invercargill
289	1936	N		B. R. Ludke, Waimumu
290	1936	L	110972	J. K. Bellew, Knapdale
291	1937	N	132163	C. Cathcart, Winton
292	1937	L		I. J. Sutherland, Ardlussa
293	1937	L		I. J. Sutherland, Ardlussa
294	1938	N		C. Parkes, Invercargill
295	1939	N	142634	B. Horrell, Balfour
296	1939	N		W. H. Wilson, Te Anau
297	1939	L		W. H. Wilson, Te Anau
298	1951	N		I. J. Sutherland, Ardlussa
299	1954	D2806	223700	Thornbury Vintage Club
300	1954	DR50		I. J. Sutherland, Ardlussa
301	1954	D3608	560361	J. K. Bellew, Knapdale
302	1960	JD Lanz Q		A. J. Sheehan, Pukerau



The Cha

PROG

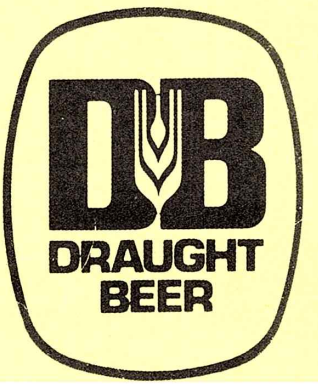
Events Subject to Al

Saturday — 25th February 1989

10.00 a.m.	Traction Engine Race
10.30 a.m.	Tractor Slow Race
11.00 a.m.	Chaff Cutting Display
	Hay Baling Display
	Threshing Display
12.00 Noon	Lunch and Country Music
1.00 p.m.	Rein Drive Display
1.30 p.m.	Official Opening
1.45 p.m.	Heats Tin Mill Competition
2.45 p.m.	Traction Engine Slow Race
	Children's Tug of War
	Lolly Scramble
3.30 p.m.	Grand Parade

OTHER ATTRA

Arts and Crafts, Licensed Be
Miniature Train Rides Vintag
Engineers



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mpions Beer.

AMME

ations Without Notice

Sunday — 26th February 1989

10.00 a.m.	Bulldog Starting
10.30 a.m.	Traction Engine Race
11.00 a.m.	Hay Baling Display
	Threshing Display
	Chaff Cutting Display
12.00 Noon	Lunch and Country Music
1.00 p.m.	Rein Drive Display
1.30 p.m.	Finals Tin Mill Competition
2.30 p.m.	Traction Engine Slow Race
	Lolly Scramble
3.00 p.m.	Grand Parade

TIONS THROUGHOUT THE DAYS

h, Traction Engine Trailer Rides, Merry Go Round,
Cars, Vintage Trucks, Tractor Pulling Contest, Model
lodel Display, Implements, Rides

mpions Beer.

MASSEY HARRIS-FERGUSON-MASSEY FERGUSON

No.	YEAR	MODEL	SERIAL No.	OWNER
305	1928	12-20		W. Ronald, Winton
306	1935	Challenger		W. Ronald, Winton
307	1935	OP Pacemaker		R. Boatwood, Te Anau
308	1937	Power Pacemaker		D. H. Chittock & Family, Gore
309	1937	Pacemaker		W. Ronald, Winton
310	1937	Challenger	133335	K. W. Thomson, Kelso
311	1938	101		G. Adam, Tapanui
312	1939	101 Twin Power		M. Adamson, Riversdale
313	1941	Super		J. Duncan, Gore
314	1944	20	2195	R. N. Shaw, Wyndham
315	1946	20		P. Eaton, Balfour
316	1945	81		D. Hubbard, Christchurch
317	1945	101 Jnr		C. Miller, Glencoe
318	1945	101 Snr		D. Soper, Mataura
319	1945	101 Snr Hi Arch		O. D. Anderson, Waimatuku
320	1947	44		D. Shaw, Wyndham
321	1947	44		J. Duncan, Gore
322	1946	55		J. D. Ashworth, Amberley
323	1947	55GS		P. Mahon, Invercargill
324	1947	744D		James Duncan, Greenvale
325	1948	744D Hi Arch		James Duncan, Greenvale
326	1948	744D	2190	R. M. Shaw, Wyndham
327	1951	744D		Neil Gamble, Outram
328	1952	55D		S. Bulling, Thornbury
329	1953	Pacer	52321	B. Croot, Winton
330	1934	GP		J. Hopcroft, Riverton
332	1951	TEA	SC69659E	I. McKay, Edendale
333	1954	TEA	SC75363E	I. McKay, Edendale
334	1954	TEA		W. J. Sutherland, Balfour
335		TEA		P. W. Dickson, Gore
336	1956	TEF		R. W. Dunstan, Wyndham
337	1962	30	1105604	R. N. Shaw, Wyndham
338	1962	35		D. A. Dillon, Ardlussa
339	1963	35X	GMNYW 372067	C. R. Chittock, Tapanui
340	1962	65	SNDYW 603843	R. I. Anderson, Waimatuku
341		135		W. McKee, Riversdale
342	1979	165		P. Johnstone, Brydone
343	1984	240		A. J. Anderson, Wrights Bush
344	1987	675		P. Johnstone, Brydone
345	1989	390DT		J. J. Ltd., Gore
346	1974	1805		S. Perkins, Mataura

MINNEAPOLIS-MOLINE

No.	YEAR	MODEL	SERIAL No.	OWNER
348	1917			A. E. McKenzie, Wrights Bush
349	1917	D		West Otago Club, Tapanui
350	1944	U		Hokonui Pioneer Park, Gore
351	1944	U		Hokonui Pioneer Park, Gore
352	1947	UTC		M. Adamson, Riversdale
353	1948	R		B. Mahon, Gore
354	1952	U	0110518	R. J. Dillon, Ardlussa
355	1955	ZAU		B. Mahon, Gore

MUNKTELL

No.	YEAR	MODEL	SERIAL No.	OWNER
356	1936			J. Horrell, Balfour
357	1937			D. A. Bathgate, Crookston
358	1949			D. Shearing, Riverton

OLIVER

No.	YEAR	MODEL	SERIAL No.	OWNER
359	1937	Oliver Hart-Parr		C. B. Campbell, Edendale
360	1938	70 Std		D. Soper, Mataura
361	1939	88 Std		W. L. Caughey, Gore
362	1945	70 Std		C. B. Campbell, Edendale
363	1946	60 R/C	615815	C. B. Campbell, Edendale
364	1947	80 R/C	114549B	G. W. Elder, Riversdale
365	1948	70 R/C		C. B. Campbell, Edendale
366	1948	60 Std	413421	C. B. Campbell, Edendale
367	1948	60 Std		W. J. Saxton, Thornbury
368	1951	77 R/C		A. Donald, Wyndham
369	1951	88 R/C	136705	W. J. Saxton, Thornbury
370	1952	77 R/C	345984	C. B. Campbell, Edendale
371	1957	55 Std		S. D. Beattie, Gore
372	1961	DC4		Southland Farmers Co-op, Gore

RENAULT

No.	YEAR	MODEL	SERIAL No.	OWNER
373	1924			M. H. Rodger, Tapanui
374	1950			A. J. Henderson, Edendale
375	1981			C. Miller, Glencoe

VARIOUS

No.	YEAR	MAKE	SERIAL No.	OWNER
376	1938	Silver King		B. G. Ruthven, Gore
377	1939	McDonald	TWB399	B. Ward, Clinton
378	1943	Howard		Hokonui Pioneer Park
379		Howard		Scobie Family, Wyndham
380	1945	Ransomes		A. J. Sheehan, Pukerau
381	1948	Newman		G. Clearwater, Pukerau
382	1949	President		T. Coleman, Oamaru
383	1949	Bristol		M. Horrell, Riversdale
384	1953	Hanomag		P. W. Dickson, Gore
385		Hanomag		I. J. Sutherland, Ardlussa
386	1953	Man		S. D. & B. G. Ruthven, Gore
387	1954	Man		E. J. Pilgrim, Tapanui
388	1953	Nuffield	9843	B. Croot, Winton
389	1954	Turner	1066	B. Horrell, Balfour
390	1959	Terra Trac		S. Ward, Knapdale
391	1960	Leyland		A. J. Sheehan, Pukerau
392	1974	Fiat		K. Taylor & Co., Wairuna
393	1974	Fiat		Morrison Bros., Waikaka
394	1975	Leyland		W. M. Kane, Tapanui
395	1975	Home Built		A. J. Sheehan, Pukerau
396	1976	Mercedes Benz		S. Perkins, Mataura
397	1978	Mercedes Benz		S. Perkins, Mataura
398	1977	Zetor		I. McEwan, Wyndham
399	1978	Deutz		A. T. & L. E. Johnston, Gore
400	1978	Fiat		D. J. Falconer, Gore
401	1981	Fendt		K. Taylor & Co., Wairuna
402	1983	Fendt		K. Taylor & Co., Wairuna
403	1988	Belarus		I. McEwan, Wyndham
404	1989	Kubota		J. J. Ltd., Gore
405	1985	Mitsubishi		J. A. McIntosh, Pukerau

SPECIAL

No.	YEAR	MAKE	SERIAL No.	OWNER
409		Farmall		G. Horrell & Sons, Gore
410	1981	Kubota		H. Chisholm, Wyndham

TRACTION ENGINES

No.	HP	YEAR	MAKE	SERIAL No.	TYPE	GEARS	OWNER
411	8	1899	Burrell	2201	SC	2	D. D. McLeod, Edendale
412	8	1900	Marshall	33836	SC	2	J. J. Scandrett Mable Bush
413	8	1903	Burrell	2639	DCC	3	G. T. Northcoat, Mossburn
414	10	1903	McLaren	771	DCC	3	E. K. Simpson, Invercargill
415	8	1904	Burrell	2686	SCC	3	Hokonui Pioneer Park
416	8	1909	Burrell	3144	SC	3	G. T. Northcoat, Mossburn
417	4	1910	Garrett	28404	SC	2	M. J. Crooks, Invercargill
418	5	1912	Marshall	59579	SC	3	West Otago Steam Society Tapanui
419	5		Marshall	58068	SC	2	F. R. Lindsay, Drummond
420	4	1907	Garrett		SC	2	G. Dixon, Mataura

STATIONARY ENGINES

No.	YEAR	MAKE	SERIAL No.	HP	OWNER
421	1918	Mogul	C210037	2½hp	B. Fairclough, Gore
422	1952	Lister	1-30436	2hp	B. Fairclough, Gore
423	1918	Mogul		2hp	K. Rumler, Mataura
424	1953	Lister D	1-75244	2hp	K. Rumler, Mataura
425		Major		½hp	K. Rumler, Mataura
426	1918	Massey Harris		2hp	D. Robb, Balfour
427	1916	Massey Harris	1K4762	1.6hp	P. Dickson, Gore
428	1924	International	M33421	3hp	P. Dickson, Gore
429	1920	Iowa Oversize	166444	2½hp	G. Mulqueen, Gore
430	1918	International	31926	3hp	G. Mulqueen, Gore
431		Sprayer	5766	3hp	G. Mulqueen, Gore
432	1948	Lister	C560174	12hp	G. Mulqueen, Gore
433	1947	Lister	26D189043	2hp	G. Mulqueen, Gore
434	1929	Anderson	7266	2½hp	R. Cloake, Mossburn
435	1912	Lister	4325	4hp	R. Cloake, Mossburn
436	1917	Mogal	21571	1hp	R. Cloake, Mossburn
437	1913	Bentalls	11344	2hp	R. Cloake, Mossburn
438	1941	Cooper	461633	2½hp	R. Cloake, Mossburn
439	1916	Warwick	1353	4hp	R. Cloake, Mossburn
440	1911	Blackstone	66011	4hp	R. Cloake, Mossburn
441		Ideal	806		R. Cloake, Mossburn
442		Stover	15764	2hp	J. Scandrett, Mable Bush
443	1924	International		3hp	J. Scandrett, Mable Bush
444	1926	Lister D	87683	1hp	J. Scandrett, Mable Bush
445	1938	Anderson	10476	2hp	B. Ludke, Mataura
446	1936	Anderson	8667	3hp	B. Ludke, Mataura
447	1938	Witte	D4586	6hp	B. Ludke, Mataura

448	1918	Cooper Little Wonder		1½hp	B. Ludke, Mataura
449	1919	Iowa	340055	1¾hp	B. Ludke, Mataura
450	1925	Worthington	19815	4hp	B. Ludke, Mataura
451	1919	Twigg	250	4hp	B. Ludke, Mataura
452	1900	Unknown			B. Ludke, Mataura
453	1925	Warwick	1191	2½hp	B. Ludke, Mataura
454	1952	Lister	162425D	2hp	B. Ludke, Mataura
455	1950	Lister	275487	3½hp	B. Horrell, Balfour
456	1942	Wolseley	8346	2hp	B. Horrell, Balfour
457	1918	Simplex Water Pump			B. Horrell, Balfour
458	1925	Hafa-Hors		½hp	N. Hayes, Invercargill
459	1920	Centuar		½hp	N. Hayes, Invercargill
460		Homemade by N. Hayes			
461	1918	Lister	16883	1½hp	B. Neilson, Gore
462	1926	Lister A	52903	2½hp	B. Neilson, Gore
463	1946	Lister	54922	3½hp	B. Neilson, Gore
464	1955	J.A.P.	70091	10hp	B. Neilson, Gore
465	1914	Hornsby	46763	6hp	B. Neilson, Gore
466	1918	Mogul	CZ9426	2½hp	B. Neilson, Gore
467	1906	Myers Pump			B. Neilson, Gore
468	1916	Mogul	CZ9389	2½hp	P. Hargest, Gore
469	1916	Lister 'J'	16342	2½hp	P. Hargest, Gore
470	1927	Lister 'D'	88916	1½hp	P. Hargest, Gore
471	1950	Lister D	1/55727	2hp	P. Hargest, Gore
472	1955	Lister DA5	5843	2hp	P. Hargest, Gore
473	1937	Lister	CS23128	5hp	P. Hargest, Gore
474	1916	International			A. J. Pearsey, Mataura
475		Wolseley			A. J. Pearsey, Mataura
476	1934	Lister D			A. J. Pearsey, Mataura
477	1947	Lister D			A. J. Pearsey, Mataura
478		Cooper Shearing Machine			A. J. Pearsey, Mataura
479		Anderson			A. J. Pearsey, Mataura
480		Petters			A. J. Pearsey, Mataura
481		Suffolk			A. J. Pearsey, Mataura
482		Lister Diesel			A. J. Pearsey, Mataura
483		Ransome			A. J. Pearsey, Mataura
484	1899	Favourite Churn No. 3			A. J. Pearsey, Mataura
485	1940	Ideal Churn No. 1			A. J. Pearsey, Mataura
486	1930	Blow Churn			A. J. Pearsey, Mataura
487	1920	Lister Separator			A. J. Pearsey, Mataura
488		Cooper Handpieces			A. J. Pearsey, Mataura
489		Grease Guns			A. J. Pearsey, Mataura
490		Cooper Shearing Machine			A. Sheehan, Pukerau
491		Lister D	44915		A. Sheehan, Pukerau
492		Wilson		2hp	T. Parkes, Invercargill
493	1924	Lister		2½hp	T. Parkes, Invercargill

494	1922	Tangye	BV		T. Parkes, Invercargill
495	1914	Jacobson		5hp	T. Parkes, Invercargill
496	1909	IHC Famous		2hp	T. Parkes, Invercargill
497	1918	Mogul		2½hp	T. Parkes, Invercargill
498	1924	Twigg		3hp	T. Parkes, Invercargill
499		Anderson	10012		F. Collins, Riverton
500	1920	Lister	27616	3hp	M. Neilson, Gore
501	1909	Petter			G. Telford, Dannevirke
502	1925	Thomson			G. Telford, Dannevirke
503	1927	Neilsco 2 Stroke			G. Telford, Dannevirke
504	1915	Standard Separator			G. Telford, Dannevirke
505	1910	Seal			E. S. Bell, Mosgiel
506	1936	Tangye M			E. S. Bell, Mosgiel
507		Tangye Pump			E. S. Bell, Mosgiel
509		Cooper Shearing Machine			A. J. Sheehan, Pukerau
510	1935	Stihl Saw			A. J. Sheehan, Pukerau
511	1923	IEL Saw			R. J. Herman, Kennington
512	1949	IEL Saw			R. J. Herman, Kennington
513	1951	Maul Saw			R. J. Herman, Kennington
514	1945	Mercury Saw			R. J. Herman, Kennington
515	1930	Yankee Astron Saw			R. J. Herman, Kennington
516		Blackstone			Hokonui Pioneer Park, Gore
517		Lister			Hokonui Pioneer Park, Gore
518		Roseberry	C37053		K. Jenkins, Makarewa
519	1922	Anderson		3hp	Mr & Mrs A. Parry, Invercargill
520	1944	Lister Generator			D. Soper, Mataura
521	1920	LKG BW			P. Mahon, Invercargill
522	1942	Anderson			P. Mahon, Invercargill
523	1952	Lister D			G. Rae, Gore
524	1957	Armstrong Siddley			G. Rae, Gore
525	1914	Cooper Little Wonder			R. G. Howden
526	1931	Wolseley	1274		R. G. Howden
527	1920	Unknown		1½hp	C. D. McLeod, Invercargill
528	1943	Lawson			C. D. McLeod, Invercargill
529		Southern Cross			S. C. Bulling, Thornbury
530	1944	Stihl Saw			G. W. Glover
531	1942	Norman	T600		C. Parkes
532		International	747		D. J. Calvert, Invercargill
533		Crossley			M. G. Hill, Ettrick
534	1938	Iron Horse			Jack Robinson, Mataura
535	1914	Cooper			Jack Robinson, Mataura
536	1924	Cooper			Jack Robinson, Mataura
537	1934	Iron Horse Generator			Jack Robinson, Mataura
538	1924		Lister D		Jack Robinson, Mataura
539	1939	Lawson			Jack Robinson, Mataura
540	1876	Pearce			Jack Robinson, Mataura
541	1929	Simplex Pump			Jack Robinson, Mataura
542	1860	Hand Pump			Jack Robinson, Mataura
543	1936	Churn			Jack Robinson, Mataura

IMPLEMENTS

No.	YEAR	MAKE	TYPE	OWNER
544	1895	Massey Harris	Four Furrow Plough	D. H. Chittock & Family, Gore
545	1900	Drain Plough		D. H. Chittock & Family, Gore
546	1890	Drill Grubber		D. H. Chittock & Family, Gore
547		Road Grader		D. H. Chittock & Family, Gore
548	1920	Tractor Dray		D. H. Chittock & Family, Gore
549	1946	John Deere	12A Header	G. W. Elder, Riversdale
550	1920	Detroit	Mid Mounted Mower	R. G. Howden, Lochiel
551		McCormick Deering	No. 9 Mower	B. Croot, Winton
552	1950	David Brown	Plough 2 Furrow	M. Gerken, Balfour
553		National	No. 8 Plough	C. B. Lawrence, Wendonside
554		Turnip Thinner		C. B. Lawrence, Wendonside
555	1945	Ransome Plough		A. J. Sheehan, Pukerau
556		McCormick Deering Tin Mill		Waimea Plains Vintage Club
557	1910	Fowler	Straw Press	Waimea Plains Vintage Club
558		John Deere	Stationary Baler	I. Clark, Milton
559		John Deere	Hay Sweep	I. Clark, Milton
560		John Deere	Mower and Conditioner	I. Clark, Milton
561	1900	McCormick	Side Delivery	R. A. Miller, Gore
562		Ferguson	Plough	W. J. Sutherland, Balfour
563		Ferguson	Discs	W. J. Sutherland, Balfour
564		Ferguson	Cultivator	W. J. Sutherland, Balfour
565	1948	New Holland	Baler	D. J. Falconer, Gore
566		Ferguson	Two Furrow Plough	I. McKay, Edendale
567	1952	David Brown	Plough	S. D. Beattie, Gore
568		Ritchmond Chandler	Horse Power	J. Horrell, Balfour
569	1953	Long	Hay Baler	R. W. Dunstan, Wyndham
570	1900	Trapski	Plough	A. Todd, Wyndham
571	1800	Kidd	Cultivator	A. Todd, Wyndham
572	1800		Cultivator	A. Todd, Wyndham
573		Reid & Gray	Hi Cut Plough	M. Gerken, Balfour
574	1964	New Holland	Self-Propelled Baler	L. Glover, Gore
575	1945		Trailer	G. A. Bathgate, Tapanui
576			Topdresser	G. A. Bathgate, Tapanui
577			Water Wheel	G. A. Bathgate, Tapanui
578	1920	Reid & Gray	Potato Digger	D. O'Hara, Gore
579	1956	John Deere	14T Baler 47004	J. Chisholm, Menzies Ferry
580	1912	Massey Harris	Cultivator	West Otago Vintage Club

581	1948	McCormick	50T Hay Baler	W. M. McLeod, Edendale
582	1930	Boothmac	Hay Sweep	C. D. McLeod, Invercargill
583	1975	Howard	Baler Mark 2	A. T. & L. E. Johnstone, Gore
583A		John Deere	3 Furrow Plough	J. Chisholm, Menzies Ferry
584	1951	John Deere	Grubreaker Plough	A. Black, Tapanui
585	1870	John Deere	Gilpin Plough	A. Black, Tapanui
586	1934	Massey Harris	15 Grubber	J. M. Cooper, Merino Downs
587	1872	Reid & Gray	2 Furrow Plough	D. H. Chittock & Family, Gore
588	1950	Allis Chalmers	Round Baler	Waimea Plains Vintage Club
589		Pitch Pole	Cultivator	Waimea Plains Vintage Club
590	1927	Andrews & Beaven	Chaff Cutter	Waimea Plains Vintage Club
591		Avery	Tin Mill	Thornbury Vintage Club
592	1940	Reid & Gray	Grass Stripper	Hokonui Pioneer Park, Gore
593	1880	Colonial	Turnip Barrow	Hokonui Pioneer Park, Gore
594	1952	New Holland	77 Baler	D. McDonald, Chatton
595		Horse Drawn Seeder		D. McDonald, Chatton
596		Ferguson	Scuffler	R. J. Dillon, Ardlussa
597		Wade	Saw	E. S. Bell, Mosgiel
598		Bullock	Team and Cart	C. B. & C. M. Davis, Gore
599		Horse Team Prince, Lochie, Sam, Jimmy 1898 Wagon		G. Cathcart, Pourakino
599A		Case	Tin Mill	Southland Steam Club

TRUCKS AND CARS

No.	YEAR	MAKE	MODEL	OWNER
600	1911	Ford	T	J. F. Robson, Gore
601	1924	Ford	TT	D. H. Chittock & Family, Gore
602	1924	Chev		G. Scurr, Mosgiel
603	1925	Vulcan	2 Ton	K. W. Thomson, Kelso
604	1939	Diamond T		H. W. Richardson, Invercargill
605	1946	Ford V8		R. J. Dillon, Ardlussa
606	1948	Landrover		V. Hubber, Gore
607	1951	Morris	LC3 U	C. D. McLeod, Invercargill

ACKNOWLEDGEMENTS

The Southern Tractor Centennial Committee wishes to thank the following for their assistance given:

Signs Advertising — Gore
Ray Willett — Te Anau
Fletcher Placemakers Ltd.
Coopers NZ Ltd.
Southland Farmers Co-operative Assn.
Southland Times Co. Ltd.
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Vintage enthusiasts have a good many tales to recount of their experiences with early tractors and even in more recent years as they began restoring them to their former glory. One such story is told of a Field Marshall, a British-built tractor equivalent to the Lanz Bulldog.

Like many of the earlier tractors, the Field Marshall had its idiosyncracies, and starting was one. To start the Field Marshall the driver first had to light up a piece of tissue paper to warm up the cylinder. Then a shotgun cartridge was placed in a firing chamber in front of the cylinder, the flywheel turned to the starting position and after setting the decompression lever, the cartridge was hit with a special tool, or anything hard that would discharge the powder into the cylinder and ignite the fuel. If for some reason the cartridge did not fire it had to be removed before a second one was put in place. In this particular instance the first cartridge did not fire and the driver did not remove it, he simply put a second one in the firing chamber and repeated the starting process. When that one failed to fire, a third one was put in the 'breach.' The old maxim, 'third time lucky' resulted in 'an almight bang' within the Field Marshall's engine compartment. The explosion was so violent that it blew apart the pipe that carried the explosion to start the tractor from the cartridge to the cylinder, dented the radiator and blew a hole in the garage floor covering everything in a cloud of dust.

In recounting the experience, Mr Charlie Cathcart remembered that his wife had heard the explosion a quarter of a mile away: 'The dogs took off for the rest of the day and my ears were ringing for about two days afterwards. It was a totally unforgetable experience.'

Another example of the unpredictability of the old tractors was at the time of the Easter rally organized by the West Otago Vintage Club in 1983 when a 1924 Peterbro driven by Mr Alan Smith, 'erupted, volcano-like, completely disappearing in a cloud of smoke.' Fortunately, and no doubt to the amusement of onlookers, Mr Smith soon reappeared, 'smiling and still seated, none the worse for the little interlude.'

* * *

By the mid 1920s the crawler tractor arrived on the scene.

In making the claim that the tractor, above everything else, was probably responsible for making the greatest impact on agricultural development in New Zealand, most people would associate that development with the wheel tractor. But in the more marginal country it was the crawler which deserves recognition and above all others, the Caterpillar. The first crawlers believed to have come to New Zealand and to the south were the Holt two ton imported by Gough, Gough and Hamer. The Holt was followed by the Cat D2 around 1930. Many former Cat owners will remember the

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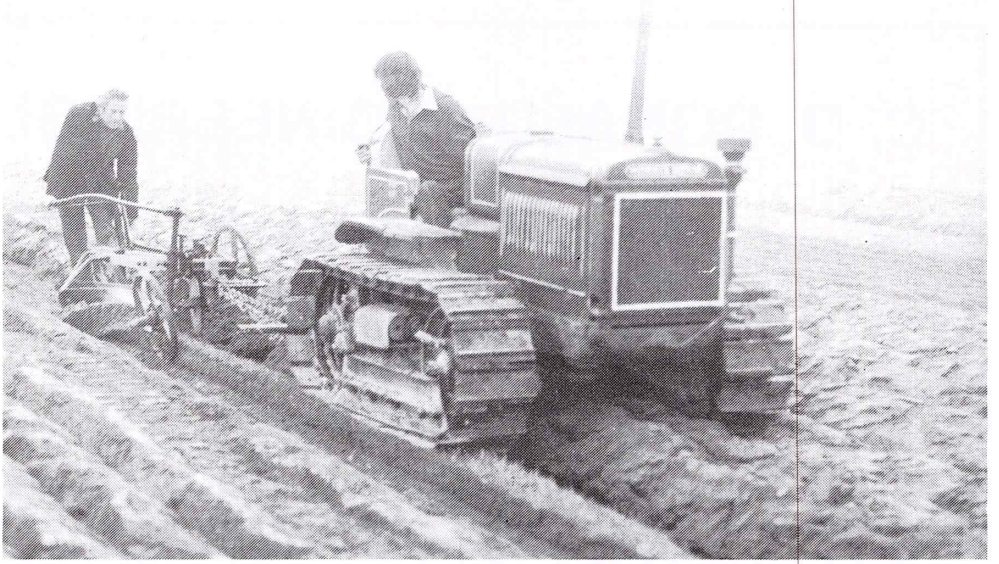
visits of Tracy Gough who personally surpervised the commissioning of a great number of Caterpillar crawlers in Otago and Southland.

Without the traction and the power of the crawler tractor, with its ability to pull heavy, special purpose ploughs and other implements, many of the swampy areas of Southland and the tussock hill country to the east, west and north of the province would not have been won over to agricultural production.

Among the makes readily remembered by old timers are the McCormick Deering T series, the T20, followed by the T6, TD6 and TD9; the Caterpillars, Allis Chalmers WM and HD 5; Cletrac, Olivers; David Brown and International.



Mr M. A. Sim, Heriot, is the owner of this 1938 McCormick-Deering T20 TracTractor, serial number ST 13511. This model was introduced into New Zealand about 1931 and although the power to weight ratio was low, the T20 was slow, safe and "reasonably sure" towing a seven foot set of tandem discs. The T20's bigger brother, the T35, was an impressive machine with a 43hp.

Of the more unique tractors to come into New Zealand were the Fowler 4-40 and 3-30 crawlers built by the company wellknown for their traction engines. These models arrived in New Zealand about 1937 with several going to Eastern Southland and Kelso districts. They had the luxury of a self-starter but could be cranked by one or two men. The Fowler is

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remembered for its relatively high price and technology that was perhaps just a few years ahead of its time. The Fowler Gyrotiller, 20 ton monsters with 170hp MAN diesel engines, caught the imagination of farmers with their ability to cultivate an average of 20 acres a day and working the soil to a depth of two feet. In 1935, The New Zealand Farmer described the Gyrotiller as a complete ploughing, cultivating, harrowing and subsoiling machine in one. Landed in New Zealand, the machine cost eight thousand pounds ($16,000), a massive cost for 50 years ago. Four or five of the Gyrotillers enjoyed a brief heyday in Canterbury in the mid 1930s with one apparently finding its way to the Gore district. Although a great machine in rough conditions, the heavy machine was quite unsuited to the softer soils in Otago and Southland.

The story of one farmer's experience that is well-remembered, highlights the impact the tractor had on farm development, efficiency and productivity. Tractor-power resulted in a massive reduction in the number of hours farmers would have to spend with a horse team to carry out their farm work. This particular farmer is recalled spending close to 1000 hours a year on field work in the 1940 to 1950 period. A 40hp tractor cut the hours back to 600 a year and a later-bought 70hp diesel tractor cut the hours back to only 300 for the same work.

The tractor brought new-found leisure time to farmers and their families, and especially to their sons, who, from many the stories that abound, apparently used the time to good effect in socialising and courtship.

IMPORTATIONS

A unexpected wealth of information that graphically illustrates the place of the tractor in shaping New Zealand agriculture is to be found in the annual Motor Industry Year Book. This publication carries details of the 'manufacturing and merchandizing of motor vehicles and allied products' in New Zealand.

The 1988 edition reveals that in 1929, 1262 tractors were imported, (35 from Great Britain, 1013 USA and 214 from other countries). The number of American models is evidence of the lead its manufacturers had over their European rivals.

It seems that 1967 was a boom year for tractor importers and a year that illustrated just how much of a dominance British manufacturers had by then gained, with models such as the Ford and Ferguson. In that year 9119 tractors were brought into the country, (7560 from Great Britain, 243 Italy, 60 Australia, 837 USA, 419 from other countries.) From then on importations gradually slowed until 1978, when, following a farming downturn the previous year, only 2551 tractors came into New Zealand.

European and Japanese manufacturers made a big inroad into the New Zealand tractor market from 1979, accounting for more than half the total

new import number of 5201 tractors. A break down of that year's imports shows Japanese manufacturers enjoyed sales of 763 tractors, France 663, West Germany 269, Czechoslovakia 207, Italy 907, Great Britain 1775 and others 617.

The rural decline in the wake of Government economic restructuring and poor farm product returns in the past three or four years is evidenced in the Motor Industry Year Book's statistics for 1985, 1986 and 1987. Tractor imports fell to 2454, 793 and 894 in each respective year. The drop in tractor sales, and the decline in fertilizer application over the country in recent years, mirrors the economic barometer of falling farm incomes and reduced farmer spending.

'Necessity is the mother of invention' is a saying that has had, and no doubt still has, a considerable influence in the development of New Zealand's agriculture right from the very early days of European settlement. Farmers, local blacksmiths and do-it-yourself engineers have over the past 100 or so years come up with a multitude of ingenious inventions and improvements to existing machinery, all of which were made in the interests of more efficient production.

Southland has had its fair share of such far-seeing people. A book such as this cannot possibly hope to record them all, in fact to do so would probably deserve a separate volume.

DAVIDSON DRIVE

But in relation to the tractor, one name that springs to mind is that of Mr Colin Kirby Davidson, now retired and living in Dipton. During the 1950s and 1960s, Mr Davidson was an agricultural contractor, working mainly in the south and east of the province. As a contractor he was concerned at the high cost of crawler tractors which were being used to develop some of the harder and rougher farming areas. He believed there was no valid reason why a two-wheel drive tractor could not somehow be adapted to do the same work.

The concept of four-wheel drive for tractors had been known for more than 40 years but had not made much of a technical impact. In 1930 Massey-Harris developed the General Purpose four wheel model. The technical complexities of the advanced design proved highly expensive and, coupled with costly after-sales support to deal with the tractor's many teething problems in field work, demand for the General Purpose proved disappointing. In some ways perhaps, the model was far advanced for the needs of farmers of that time who favoured low-cost simple tractors. Where work demanded a heavier machine with more pulling power, farmers were more likely to choose a crawler model. The General Purpose was a technical success but a commercial failure and was withdrawn from the market about 1937.

The first Massey-Ferguson tractor in Southland to be converted to the Davidson Drive, four-wheel conversion system.

Early experiments by Mr Davidson and his brother Graeme, using the differentials from ex army 4 X 4 trucks evolved into the development of the Davidson Drive conversion system, first sold commercially in 1960.

Messrs Davidson and Jack Johnstone of the Invercargill agricultural equipment company J-J Ltd, joined forces to manufacture and market the conversion kits which were mostly fitted to Massey-Ferguson 65s.

Mr Johnstone remembers the Davidson Drive as being a highly successful development. Somewhere between 110 and 120 tractors were converted to the four-wheel drive system, some of them still operating today.

Mr Johnstone produced a movie film of the drive and took it to Australia in 1965 when he attended a Massey-Ferguson dealers' conference. The film created considerable interest he recalled. Within a couple of years Massey-Ferguson introduced the first of its mass-production four wheel drive wheeled tractors.

'I'm convinced that film had quite a bearing on the development of four-wheel drive tractors,' Mr Johnstone said. 'Maybe we should have patented it.'

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SALESMEN

Of course farmers could not possibly have been converted to the use of the tractor without the encouragement of the local salesman.

New Zealand farmers have for the most part been fortunate to have had and to still have the service of reliable and reputable dealers, salespeople and servicemen. But in the US, the home of the tractor, that unfortunately has not always been the case. Up to about the end of World War One, some manufacturers and their agents made claims that fell well short of being totally reliable. And so in 1920, a Nebraska schoolteacher-farmer, one Wilmot Crozier, whose father had been badly taken in by a 'dud' machine, introduced what became known as the Nebraska Tests. These tests set down standards of performance that are still used and respected today, whereby buyers could gain information on the various makes and models of tractor and so protect themselves from the 'sharpies' and their false claims.

Early tractor salesmen were often just as much 'characters' as some of the farmers they attempted to sell tractors to. Being such a small country and with the close-knit nature of its rural communities, any less-than-honest, fly-by-night salesmen were soon sorted out. Fortunately they were few in number.

In the south, most of the early dealers were based in the rural towns where they also conducted businesses such as a local blacksmith or motor garage. Often mechanical expertise was a quickly learnt art. But whether they were in business in a small or big way, all are remembered as being 'fair traders, they had to be to make a reputation for their products and themselves.'

As one who had much to do with some of the early dealers in the Gore and Tapanui districts, Mr Bill Thomson recalls that they were 'men of of the highest integrity in their dealings and their word was their bond.

'Their arrival on the property was usually welcomed by plenty of dogs and if he was a good guy, at the meal table to hot scones, pikelets or a good meal for which of course his compliments were fully expressed.'

Today, when we consider changing to a new model or make of motor vehicle, we think of a trade-in—the old machine often serving as the deposit on the new. But back in the early days of farmers making the transition from horse to tractor, there was no 'old' machine to trade-in. Instead, the horse team was taken by the tractor agent as a deposit, or sold to pay for the new tractor. Apparently by the end of the 1930s a horse team could sell for a greater price than the cost of the tractor, thus leaving the farmer with a bit of a cash profit.

Mr Thomson recalls that a good many of the early salesmen were also good singers and musicians with 'an ear for both good music and a good

running engine,' as well as often having an eye for good stock and of course a ready and quick mind for business.

Often these men would be called out at odd times during the height of the cultivation or harvest periods, to attend tractor breakdowns and make running repairs. Such 'overtime was just as often remembered by the farmer by half a hogget or a turkey or goose at Christmas time.'

* * *

Although southern farmers spread their loyalties over a range of tractor makes, the Fordson was probably the best selling make after World War Two until the early to mid 1950s, when the Ferguson TEA, or 'Fergie' as it affectionally became known, quickly broke all previous sales records.

While not perhaps falling strictly into the vintage mould, the Fergie is worthy of mention here because of its high popularity and the important role the little grey tractors played in helping to shape Southland and West Otago.

The first Ferguson agents in Invercargill were Booth MacDonald whose business was located on the present site of the BNZ on the corner of Kelvin and Esk Street. About 1950 the agency was taken over by A. Russell and Company Ltd which continued until the Ferguson-Massey Harris merger in 1958 when it was transferred to a new company, J-J Ltd.

The Ferguson hydraulic system opened up a whole new era for tractor power with the ability for smaller, lighter tractors to carry out the work, which up until then was only possible with heavy and more powerful machines. The Ferguson's light weight also gave it the added advantage of being able to work in soft ground conditions without the hassles of becoming bogged. With the ability to carry a rear mounted tray, the Fergie quickly fitted into the role of the all-purpose farm utility carrying out a wide range of work from carting in sheep during the lambing, feeding out hay in the winter to the usual agricultural work expected of a tractor.

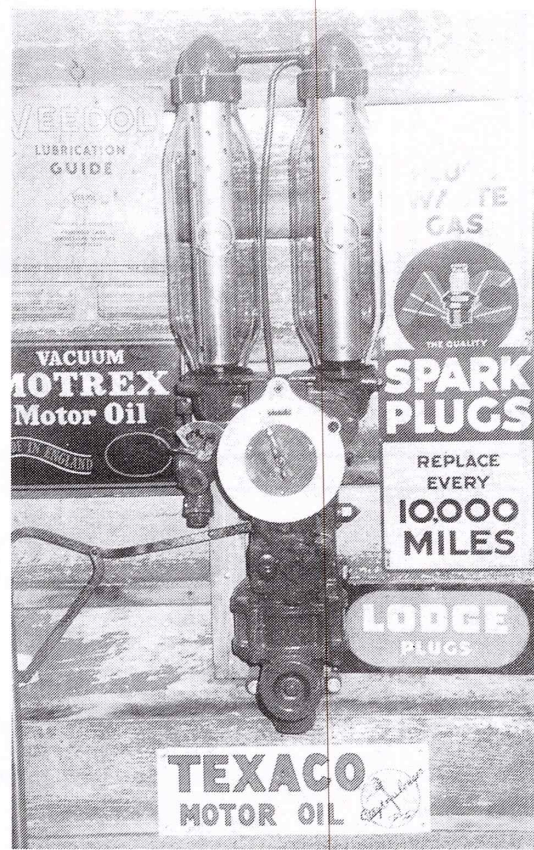
The TEA and its successor the Ferguson 35 held their place as the top selling tractors in the south right through until the early 1970s when the arrival of the light Japanese pick-up utilities took over from the Fergies as the general purpose farm vehicle.

FUELS

Today's New Zealand oil industry is a far cry from that which existed 50 or 60 years ago.

Up to World War Two there were something like 13 or so different brands of petrol and kerosene on the New Zealand market, which, considering the small number of petrol and diesel-powered vehicles in the country at that time, was a remarkable number.

Thanks to the efforts of Russell and Janet Cloake, Mossburn, this display of petrol boxes and cans provides a permanent reminder of how petrol was once sold.



Petrol station memorabilia displayed at Russell and Janet Cloake's Matuku Engine Museum at Mossburn. The petrol pump is a French Carbox SA bowser. The petrol was pumped in one gallon multiples alternatively from one bottle to the other.

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Up until the early 1920s, petrol was mostly sold in cases containing two, 4 gal tins. As the number of vehicles grew, petrol-based products began to move around the country by sea tankers. Road vehicles were mostly fuelled from bowsers at country stores and garages, with farm vehicles relying of supplies of fuel in 44 gal drums.

Trade names that come to mind include VOCO (Vacuum Oil Company-now Mobil Oil) and Cross (Shell Oil) for power kerosene; Laurel and Pennant for lighting kerosene; and the petrol brands of Crown (Union Oil Company of New York), Plume (Vacuum Oil), Shell, Big Tree (taken over by Shell in the early 1930s) Tydol (Tidewater Oil Company USA), Gilmore, British Imperial, Texaco (later Caltex) and Hercules, a cheaper grade of Texaco.

Bulk handling of fuels in New Zealand both by road and sea is first credited to the British Imperial Company in 1926.

For this brief expose it is the retailing of fuels in cases and tins that is of most interest. Once emptied, these were put to many good uses on farms, and even in towns for that matter.

Half a dozen cases on their sides, with one side cut out made excellent vermin proof storage. With a floral curtain hung in front, what could be better as a tallboy for clothes. The strong wooden cases, (often of Oregon or Douglas), on their sides made good seats, even trays for raising seedlings. The tins found dozens of uses including milking buckets, scrap buckets for pigs, feed tins for horses, draining engine oil from sumps, water for tractor radiators. With the ends cut out and filled with concrete the tins were ideal as piles for buildings. Many a car garage was constructed out of petrol tins flattened out, nailed to the timber framing and painted. These constructions lasted for years.

Today we probably take the word petrol bowser for granted and never question its origins. In 1885 S.F.Bowser, an American inventor, invented the self-measuring oil pump in his cow-shed workshop in Indianna. From his crude beginnings evolved a factory that in 1915 covered 12.5 acres, the S.F.Bowser Company Inc of Fort Wayne. The company turned out hand and power-driven self measuring pumps, large and small tanks, gasoline and oil storage and distributing systems, self-registering pipeline measures, oil filtering and circulating systems and dry cleaner systems.

For the most part, early tractors were started on petrol until the engine warmed up and then switched over to power kerosene. In the 1930s power kerosene cost around 11 pence (9c) a gallon, diesel around 8 pence (7c) a gallon, heavy crude oil, 9 pence a gallon and petrol (with a rebate deducted) 18 pence (15c) a gallon--prices that are a far cry from today's fuel prices.

Heavy oil was used quite successfully in the hot bulb type engines such

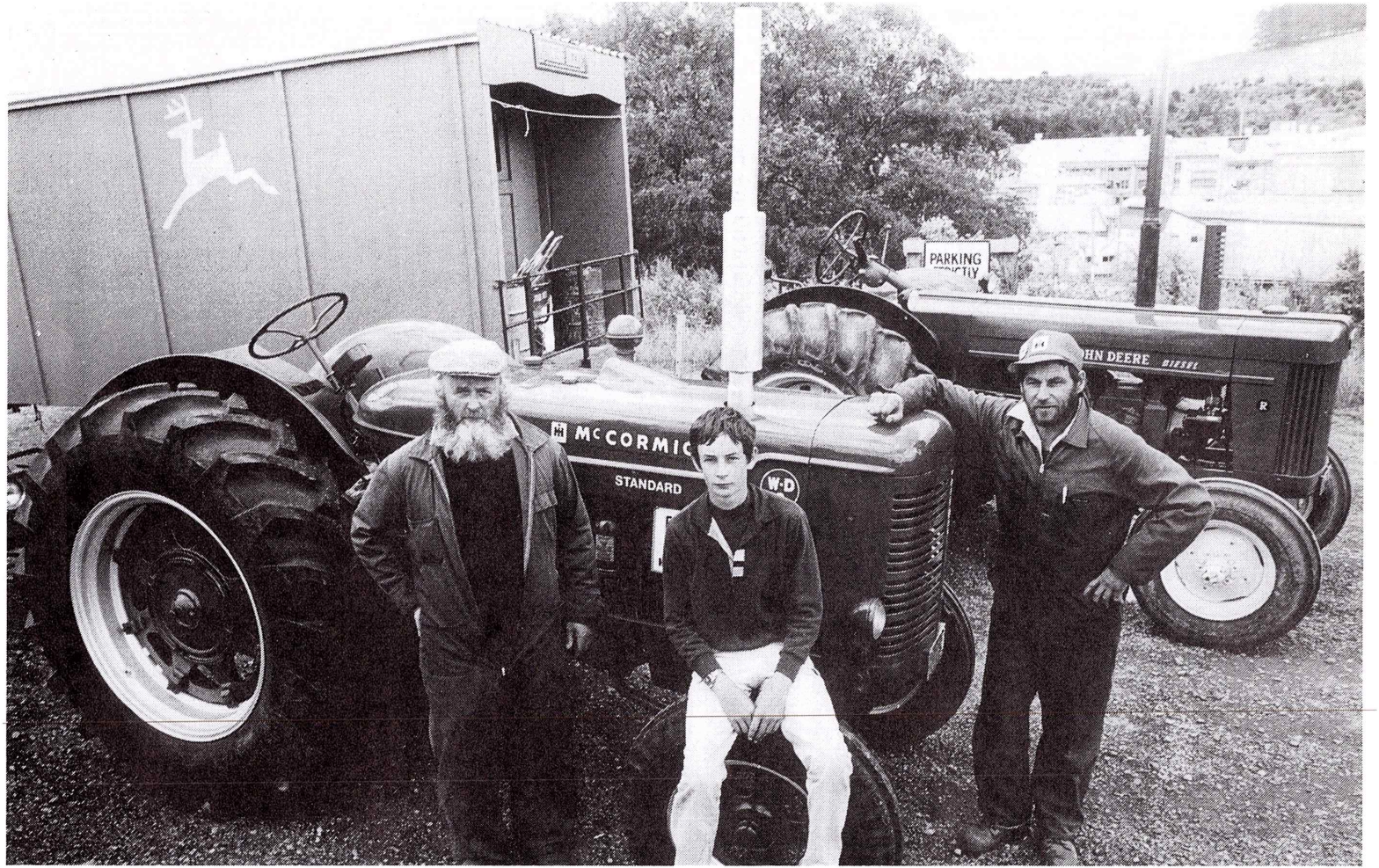
as the Lanz Bulldog and was also used in some of the larger early diesel tractors.

Although lighting kerosene was tried on tractors in place of power kerosene it proved to be of little use as it produced great clouds of black smoke and no power. Using power kerosene in kerosene lamps produced the same result, which just goes to prove that it is always best to use the right material for the right job.

Up until the end of World War Two, power kerosene was the most widely used on-farm fuel as it produced more work hours for each gallon used. After about 1950, medium to larger sized tractors were almost entirely powered by diesel, with only the smaller models retaining petrol powered engines.

Early oils are remembered by those who had to work with them as 'fairly tacky, especially at low temperatures.' This characteristic made starting tractor engines, which were hand started, a laborious task in cold weather. The heavy oils also resulted in the formation of high carbon deposits in engine heads, pistons, rings and valve stems. However, old derelict tractors which still had some of these oils in their engines were less likely to be 'stuck in the bore' than those with modern day detergent type oils.

The diesel or semi-diesel powered tractors such as the Lanz Bulldog first appeared in New Zealand about 1928-29 and were quick to make an impression with their low fuel cost, using low grade fuel. The high cost of these machines however, plus the depression years of the 1930s proved to be a deterrent to many farmers.



Vintage machinery enthusiasts, Adam Black, Tapanui (left), with son, John, and Ron Thornley, Nightcaps, en route to Nelson with their "aged" McCormick and John Deere tractors.

(Photo courtesy Otago Daily Times.)

They do the Darndest Things

The collectors and restorers of vintage farm machinery are real enthusiasts, so much so that when any vintage tractor folk get together for a 'cup of coffee,' anything is possible.

That was certainly the case for Ron Thornley of Nightcaps and Adam Black of Tapanui. During the Christmas holiday period of 1985-86, they drove their elderly tractors through to Nelson to attend the Nelson Vintage Engine and Machinery Club's annual rally and back down the West Coast, a feat that attracted the interest of not only other vintage tractor enthusiasts up and down the South Island, but the attention of the media.

The idea of driving all the way to Nelson arose some 15 months earlier when Mr Thornley first floated the idea.

Mr Thornley only managed to complete the restoration of his 1944 McCormick-Deering WD9 a matter of days before they were scheduled to leave, on December 27, 1985. Mr Black towed a whare for their sleeping quarters behind his 1952 John Deere and Mr Thornely towed the fuel. Along the route north they were met by other vintage enthusiasts who offered hospitality and welcome cups of tea and buns.

In Christchurch the trio met up with five other vintage tractor people who were keen to do 'crazy things' and the convoy headed off to Nelson, a trip of more than 2000kms that in all, took Messrs Black and Thornley 51 hours travelling time from Tapanui.

The tractors travelled along at around 20kph although the hill sections cut the speed back to 10kph. Fortunately the weather was kind until near the end of the return journey at Hari Hari on the West Coast where they had to don wet weather gear for the first time. Apart from a split inner-tube at Lake Hawea their trip was problem-free and they arived back at Tapanui on January 12 elated at their achievement.

Both men agreed that a lot of people had thought what they had attempted was crazy, but according to Mr Thornley it was an experience that he is keen to repeat, the next time, around the North Island.

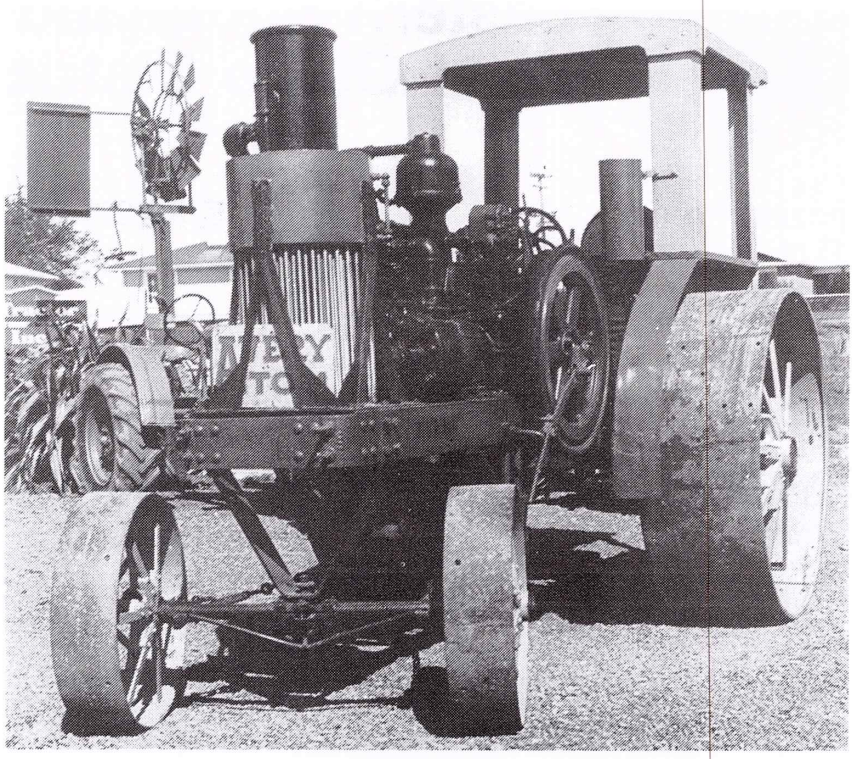
On his return home Mr Thornley remarked that travelling the country by tractor was the best way to go-'slowly.'

'A lot of people said we wouldn't make it, but we did and we had a lot of fun along the way.'

Mr Thornley was especially proud of the performance of his WD, in view of having had a last minute rush to finish restoring it in time to leave on the trek. He never once had to change the engine oil during the trip. In fact, the engine still has the same oil and filters in it when it was found in a crawler tractor near Lawrence. That the old tractor never missed a beat during the whole trip was testimony to the amount of work Mr Thornley had put into restoring it and to the tractor's reliability.

The Southern Clubs

The honour of being the first vintage tractor club in Southland belongs to the **Thornbury Vintage Tractor Club** which had its beginnings more than 30 years ago with the salvage of a 1914 Avery Atom tractor from a farm near Athol by Mr Jack McKenzie. He and two other enthusiasts, Messrs George Paterson and John Anderson are credited with enthusing others in the Thornbury and nearby districts to form a vintage farm machinery club. Their service to what began life as the Southland Vintage Tractor and Implement Club, was recognized in 1983 by the club conferring



The tractor that may have started the vintage tractor movement in the south, the grand old Avery Atom, discovered and restored by Jack McKenzie of Thornbury. The tractor was hand started at the flywheel on the side of the engine. It had no gear box, just a simple lever that by pulling back engaged low gear, lifting up into second gear and by pushing down and forward engaged third gear and top speed of around 3 mph. The radiator is a series of pipes surrounding the "chimney-like" exhaust stack. Steering was by way of chains in much the same way as traction engines, on which it was modelled. Mr McKenzie discovered the engine at Athol only a couple of days before the property owner was to have dumped it in the river for bank protection.

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them with the honour of life membership. And, just this year, Mr McKenzie was accorded the further honour as the club's first patron.

On the occasion of Messrs McKenzie, Paterson and Anderson's life membership, Mr McKenzie recalled that when he had salvaged the Avery he had had no intention of starting up a vintage club. 'I just wanted the old machine to muck around with by myself. The club just happened.'

The Avery, which is the club's pride and joy, took just six months to restore. Soon others in the district became enthused by Mr McKenzie's example and it wasn't long before the idea of forming a club was floated. The first meeting of the Southland Vintage Tractor and Implement Club was held on March 21, 1956 with Mr McKenzie appointed as chairman and Mr Noel Simpson as secretary.

By the late 1950s the club's collection had grown to such an extent that storage became a problem. Plans for the club's first museum and storage shed were drawn up in 1959 with the building completed in 1967. A second shed was added in 1980 and officially opened on November 20 the following year.

In 1982 the name was changed to the Thornbury Vintage Tractor and Implement Club and the club became incorporated.

At the time of the club honouring its three founder members in September 1983, a special poem was penned by Jack McKenzie's daughter, Mrs Wynnis Hegan, in recognition of the contribution he and George Paterson and John Anderson had made to the club and to the vintage tractor movement in the province:

'There is a place called Thornbury, best known for its pub.
But now it is more famous for its Vintage Tractor Club.
This club had small beginnings and like Topsy it just grew,
Until today its membership numbers quite a few.
In that shed at Thornbury there's many old, old things,
Not least of all is George and Jack and the other Jack who sings.
I remember as a little kid, all excited in the car,
We were going up to Queenstown, but we didn't get that far.
We had to pass through Athol where Dad had a comfy stop,
He soon came out a-running and we thought his eyes would pop.
'Whatever is the matter Dad,' we all asked anxiously.
He said: 'There's a marvellous old tractor underneath that tree.'
Around the yards of Southland went Georgie and his team,
And gathered up our heritage, it was a worthwhile scheme.
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With black smoke pouring from them they never missed a beat,
And drivers made of sterling stuff—no cushions on their seat!
The Avery is a favourite as she chugs along the road,
She smashes up the bitumen, but pulls a mighty load.
She is a baby cousin to the tractor engine clan,
And when you're up behind the wheel, it makes a man feel like a man
Now some of these old tractors take some starting don't you know,
If talking to them doesn't work, you can always get a tow.
When the tractors are together, they make a splendid sight to see,
If they hadn't been preserved we'd have lost some history.
So thank you to these vintage men, for treasures from the past,
So children from today can see how things were built to last.
What the older men have started up, you young ones pay your sub,
And all become good members of the Vintage Tractor Club.'

* * *

The Fiordland Vintage Machinery Museum Inc was founded in Te Anau on September 18 1977 with the objects of accumulating, restoring and preserving vintage farm machinery, also to hold field days to educate the general public with the purpose the various machines were developed for and to encourage participation in future club projects.

The first president was Mr John Lane with Mr G.E. Roberts as secretary-treasurer. The patron was and still is Mr Jack McEwan of Te Anau.

The club was given the old Te Anau primary school building which has been turned into a museum and work-shop. Field days and ploughing matches have been held each year and the club is also the organizing body of the annual Fiordland show day held early in January.

The restoration of an old Roger K steam engine, found in the banks of the Oreti River in June 1985, is the club's major project at present. Steam up of this interesting engine is expected some time this year and the engine will eventually be an integral part of a tourist venture in Te Anau.

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The present president is Mr Gordon Wilson with Mrs Celia Barker as club secretary.

* * *

The Waimea Plains Vintage Tractor and Machinery Club evolved from a meeting held on May 6 1981 in the Lounge Bar of the Riversdale Hotel. Sixteen people were present and 12 apologies received, which indicated the strong interest in forming a vintage club.

Mr Mait Horrell was elected as the club's first president, Mr Paul Eaton as secretary-treasurer and a committee of Messrs Greg Elder, Brian Horrell, Bill Caughey and M. Fisken.

More than 30 vintage tractors and ploughs turned up for the club's first ploughing match held at the Balfour Racecourse during the weekend of July 30-August 1 1981. Similar successful events have been held every year since. Club members sow oats each year which are cut, stacked and turned into chaff to raise funds.

In 1983 Andrews Transport depot in Riversdale was bought plus two sections as the club's headquarters. In July 1988 permission was granted by the Southland County Council to erect a display area, social room, and kitchen to the existing building. Regular meetings are held on the first Monday of each month in the Riversdale Anglican church hall.

The president of the Waimea Plains Vintage Tractor and Machinery Club in 1988 was Mr Dave McDonald, vice-president, Mr Richard Dillon, secretary, Mr Andrew Sheehan and treasurer Mr Mait Horrell.

* * *

The Central Southland Vintage Club began in 1973 under the name, Central Southland Vintage Tractor and Oil Engine Club. Early meetings were held in members' homes, then in the Waikiwi hall, Invercargill until the club purchased the old Springhills hall.

A number of fund-raising activities have been held over the years including the demolition of a house and section clearing.

Club activities have included a memorable weekend camp at Sandy Point, and taking part in A and P shows, parades and displays in a number of provincial towns.

Club members have been active since the club was founded, collecting and restoring old farm machinery. Some wives believe their husbands have been collecting more than they need to, also, where once they could not get their husbands out of the house, now, with their hobby, they can't get them back into the house!

The life member of the Central Southland Vintage Club is Mr D. Diacks.

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Mr M. Pont was the club's first chairman, holding the office for two years. Subsequent chairman have been: B. Shaw, 1975; C. Cathcart 1976 to 1979 and again in 1982; B. Rodgers 1980 to 1981; R. Thornley 1983 and 1984; B. Croot, 1985 to 1987 and the current chairman, Mr K. Cameron.

Secretaries have been: T. Parks 1973 and 1974; D. Moore 1975 to 1978; R. Thornley 1979 to 1982; A. Parry 1983 to 1986; P. Burgess 1987.

Treasurers have been: K. Jenkins 1978 to 1980; K. Cameron 1981 to 1987; S.Rizzi 1988.

* * *

The West Otago Vintage Club owes its origins to Mr M.H. Rodger who was inspired to get a club going in the district upon locating a 1920 Glasgow tractor, which had been imported into the district that year from Scotland, by Mr Chas Smaill of Moa Flat. Realising that other vintage tractors and farm equipment were probably still lying around under trees and in disused sheds, Mr Rodger contacted two other identities in Bill Thomson and Bert Crossan.

A meeting was convened on December 22 1958 at which 20 people attended and agreed to form the West Otago Vintage Farm Machinery Club. Mr D. Jenkins was elected club patron, with Mr Rodger as club president, Mr Crossan, vice-president and Mr Thomson, secretary.

The club's first public display was arranged for March 26 1960 to be held on Mr Bob Hamilton's Elmsbank property. Mr Hamilton was fully co-operative in this ambitious venture and sowed a crop of wheat so members could demonstrate early harvesting methods. Bill Thomson recalls that Mr Hamilton even wielded a scythe himself.

The highly successful event, in which many community groups took an active part, set the tone for other rallies that were to follow.

As a result of this first public display, the club shortened its name to the West Otago Vintage Club. The name change broadened the club's base which now enjoys the support of people interested in preserving old household utensils, cycles, aircraft and so forth.

A repeat of the 1960 display was held in 1963 complete with a vintage household section set up by a very able ladies committee. One of the notable exhibits at this second public display was that of a pair of oxen in a dray, owned, trained and driven by Mr Alan Robinson of Rankleburn, Tapanui.

Like the other Southland vintage farm machinery clubs, West Otago has played an active role in community affairs and celebrations, and in particular the 1976 centennial celebrations of the Borough of Tapanui, held at the Tapanui Racecourse, and the Kelso centennial two years later.

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Visitors to the club's various public exhibitions have come from the North Cape to the Bluff, such is its fame and recognition in vintage circles.

The club's ambition since about 1969 to own its own museum and headquarter were realised on April 13 1985, the club's silver anniversary year. The opening function was a 'grand affair' in which all the West Otago community took part, complete with street parade and associated festivities, including Morris Dancers from Portobello, Dunedin. The museum building was designed by D.E. Kelly. S.D. Ruthven and T.G. Adam. Committee members were responsible for much of the 'blood, sweat and tears' with almost all materials used in its construction supplied by various trades people at cost or donated by local enthusiasts.

Life members of the West Otago Vintage Club are Messrs J. M. Cooper, W. A. Thomson, D. H. Chittock and G. A. Bathgate.

Presidents have been: M. H. Rodger 1958; A. S. Crossan 1963; G. A. Bathgate 1969; W. A. Thomson 1976; C. P. Davis 1979; B. G. Ruthven 1981; J. T. Calder 1987.

Secretaries: W. A. Thomson, 1958 and 1976; J. M. Rodger 1969; G. A. Bathgate 1976; C. B. Davis 1978; I. Elder 1981; I. Chittock 1984; W. F. Cronin 1987.

* * *

The most recent club is the **Edendale Vintage Machinery Club,** established at a meeting in Edendale on March 13, 1986. Mr Bruce Campbell, (chairman of the Tractor Centennial Committee), was elected as the club's inaugural chairman with Mr Alex Henderson as secretary and Mr John Chisholm as treasurer. Initial membership totalled approximately 50 people which indicated the high interest in vintage farm machinery in the Edendale-Wyndham district.

This interest extends across a broad front that includes oil engines, traction engines and farm machinery as well as tractors.

The club holds monthly meetings and annual 'crank up' days. The largest event so far organized by the Edendale club was held on January 30, 1987 at the Edendale recreation grounds. This event attracted a crowd of more than 3000 people who came to see displays of tractors, oil engines, vintage cars, traction engines, tractor pulling competitions, country craft and historical displays.

The chairman of the Edendale Vintage Club in 1988 was Mr Russell Agnew, with Messrs Graham Beck and John Chisholm as secretary and treasurer respectively.

Some of the firms remembered as once having tractor agencies in the south: (by no means an exhaustive list)

Munktell	H.E. Melhop Ltd
Fordson	D.S. McKenzie and A.V. Latty—Gore Gough Gough and Hamer prior to World War Two Macaulay Motors
Samson	Harold North—Mosgiel agent for Southland and Otago
Allis Chalmers	Andrews and Beaven
Peterbro	Andrews and Beaven
International and McCormick Deering	P. Mallon—Gore Wright Stephenson and Co Ltd Gormack Wilkes Davidson (now GWD-Russell) Tractor and Implements—Gore Universal Farm Machines W.E.Gander and Sons
David Brown	Hart Motors Ltd
Nuffield	Watts and Grieve Ltd
John Deere and Chamberlain	Wright Stephenson and Co Ltd Gough Gough and Hamer Dalhoff and King Southland Farmers Co-operative Association Ltd
Massey Harris	Southland Farmers Co-operative Association Ltd
Massey Ferguson	J.J. Ltd
Marshall	National Mortgage and Estate Agency Co Ltd
Case	John Chambers and Son Ltd J.G. Ward and Company Ltd—Invercargill I Preece and McLeod—Gore W.E. Gardner and Sons
Minneapolis Moline	Hart Motors Ltd—Invercargill Garnett Green—Riversdale

Lanz	National Mortgage and Estate Agency Co Ltd
	H. E.Melhop Ltd
Caterpillar	Gough Gough and Hamer
Cletrac	J. E. Watson and Co Ltd
Hart Parr	Dunns Foundry—Gore

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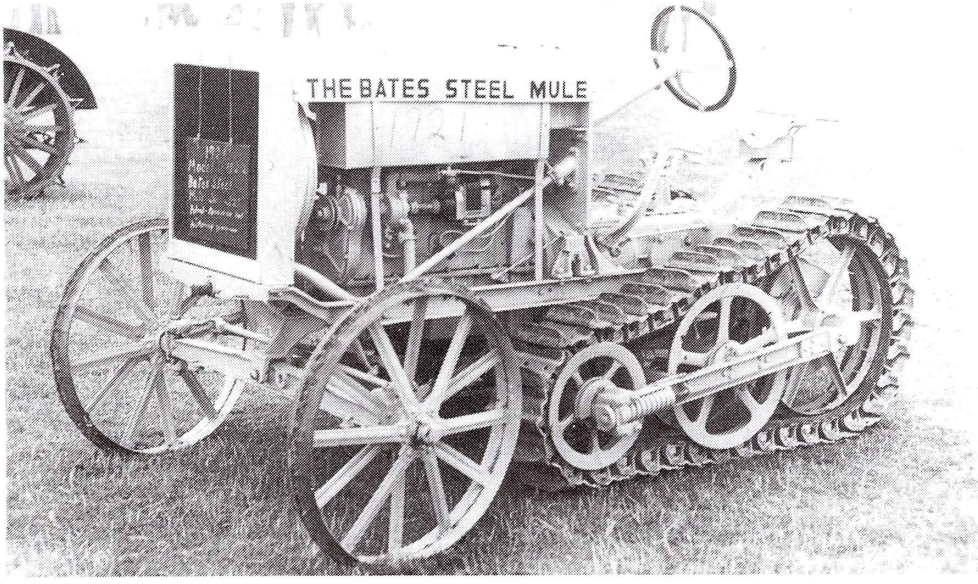
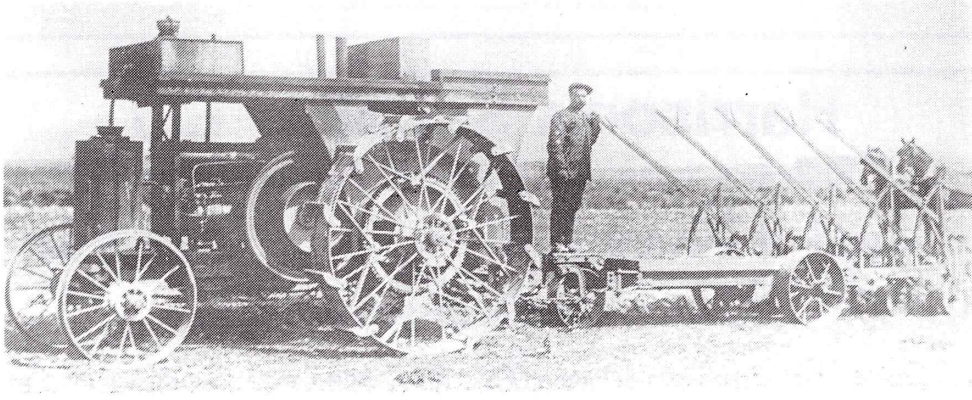
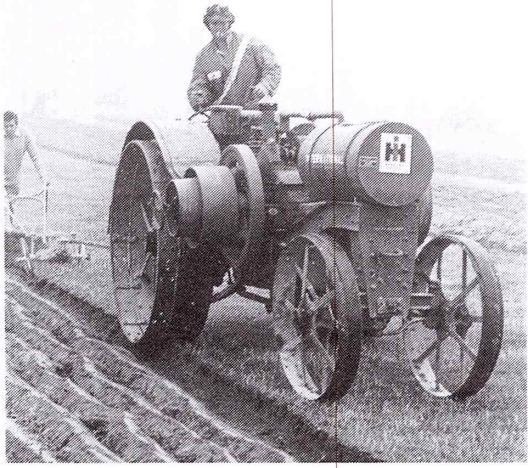


This 1921 Bates Steel Mule half-track tractor began its working life on Mr A. S. Herbert's "Toropuke" property at Heriot, where it was used for ploughing, pulling tandem discs, harrows and roller. It was also put to good use cutting firewood and powered a three-stand shearing plant until the advent of electricity in the district in 1925. It was displayed at the Kelso A and P Show in 1921 and probably has the distinction of being the first ever tractor to be shown there. The Bates was bought by Mr Bill Thomson and Mr Roy Hutton in 1942 who spent some 70 hours restoring it. It features a 15hp (drawbar rated) engine that starts on petrol and runs on kerosene. The tractor is now owned by Mr Phillip Thomson and is on display at the West Otago Vintage Museum in Tapanui.

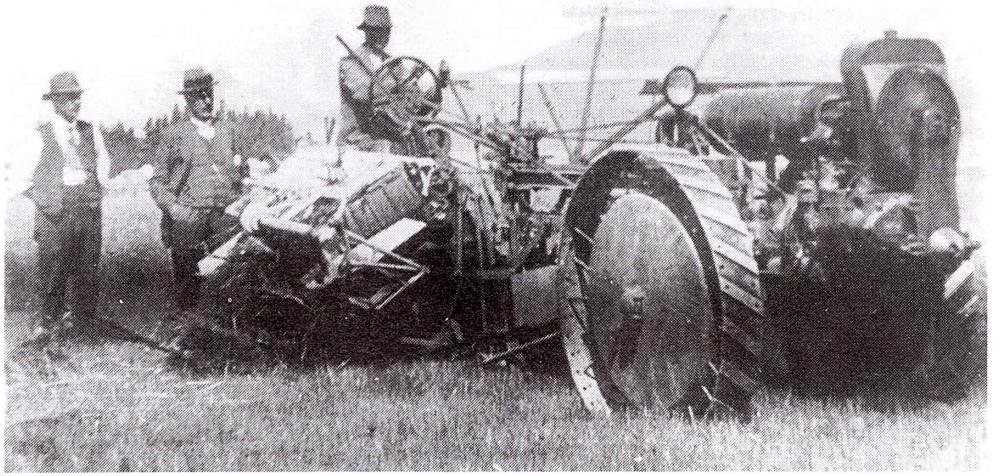


This Australian-built Jelbar tractor was used on the Drummond Brothers property (part of the Homestead block of the Five Rivers Station) from about 1915. Although all trace of the tractor has disappeared, the plough, itself a unique model, is preserved at the Waimea Plains Vintage Club's museum in Riversdale. The Drummonds had two Jelbars, a 12hp and an 8hp. The importers of the tractor and plough were the Ashburton Farmers Co-operative Society. It is believed that 12 of the 8hp models were imported into New Zealand, six to both islands. No details of the larger machine have come to light. The plough is a Cockshutt five-furrow thought to have originated in either Canada or the USA. Only two such ploughs came to Southland.

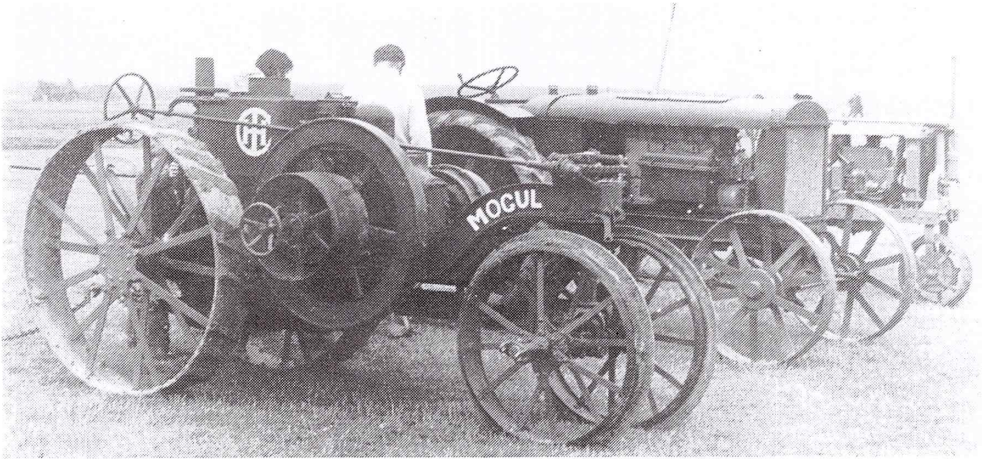
The late Mr Bill Robertson of Kelso brought this 1918 International Titan 10-20 to West Otago in 1960 from the Nelson area where it had worked since new. The 10-20 was the smallest, at 5225lbs, and the most popular of the Titan range. Some of the bigger models weighed four times as much. This example carries the serial number of TV 38624. More than 78,000 Titans were manufactured between 1915 and 1922, they were simple, dependable with plenty of reserve power that made it a good farm tractor of its period. Some 3500 Titans were imported into Britain to lift farm production and ease the food crisis during World War One.



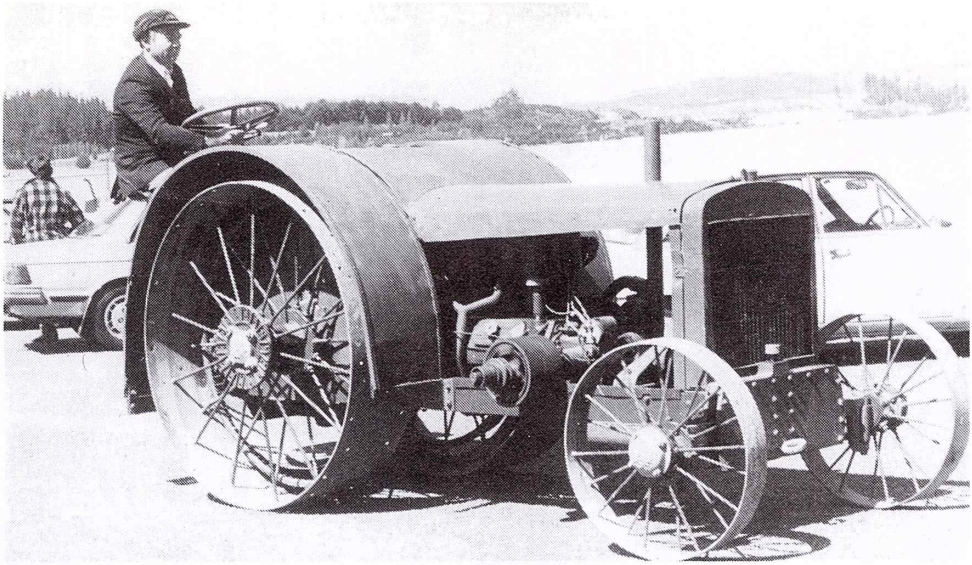
The first Peterbro tractors, built by Peter Brotherhood of Peterborough, were exhibited at the British Royal Agricultural Show in 1920. The engine was started on petrol and run on parafin. A tracked version, the Roadless, was introduced in 1928. The Peterbro was apparently more popular in Australia and New Zealand than in Britain. This restored example is seen in operation at the Thornbury Vintage Club's 1988 ploughing match.



This is an early, but unfortunately, undated photograph of a Moline Universal motor plow tractor pulling a Moline binder on Mr Alex Roy's property near Mossburn, harvesting Chewings fescue. The first Moline Universal tractor was produced in 1914 and followed the purchase of the Universal Tractor Company of Ohio by the Moline Plow Company. The model D, which is thought to be the model in the photograph, was produced in 1917 and had a four cylinder engine with electric starting, governing and lighting. In 1929 the Moline Company merged with the Minneapolis Steel and Machinery Company to build the Minneapolis-Moline range of tractors. These tractors featured articulated steering that made manouverability an extremely difficult operation, especially when the machine was used for ploughing with its small rear-mounted single plough. Unless the driver lined up the front wheels exactly with the furrow, the machine was almost uncontrollable. Its ploughing ability has been likened to a paddock in which a herd of pigs has been let loose. An example of this tractor is on display at the Thornbury Vintage Museum.

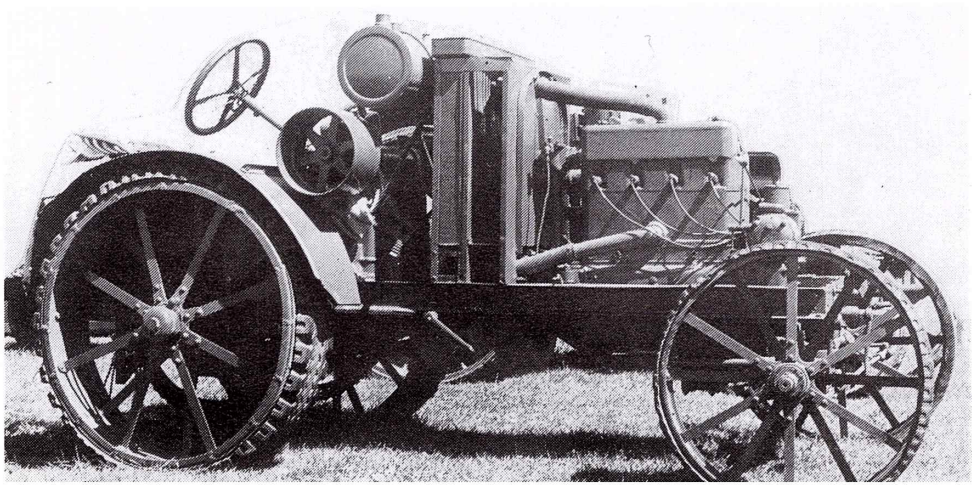


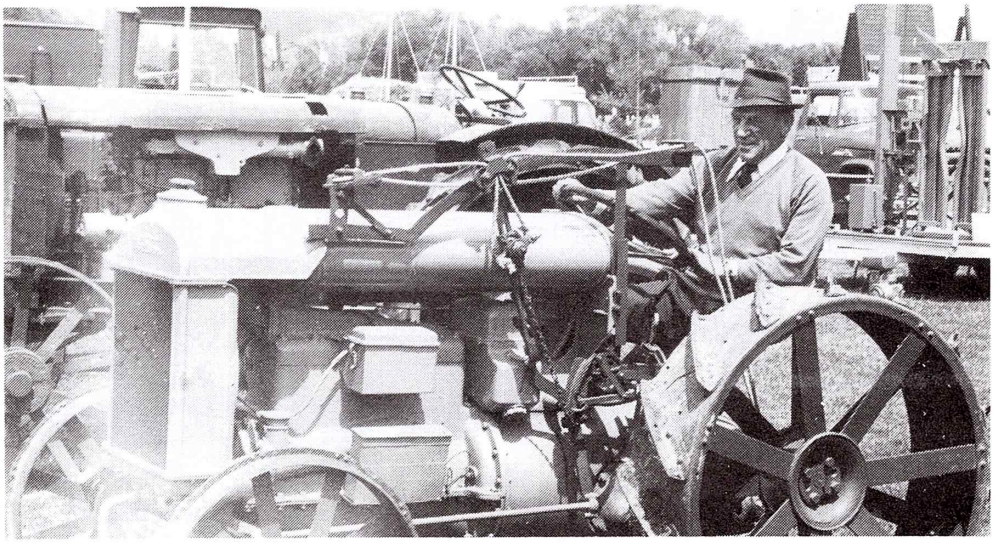
Another of the unique tractors in the proud possession of West Otago enthusiasts, is this 1916 Mogul, owned by Mr Murray Rodger of Crookston. The Mogul IHC 8-16 has a single cylinder engine with one forward and one reverse gear. It is believed that 14,000 Moguls were built in a period of some four years. This particular model, serial number SB 13650, spent much time of its life in the Ohai district. Next to the Mogul is a 1924 Peterbro.



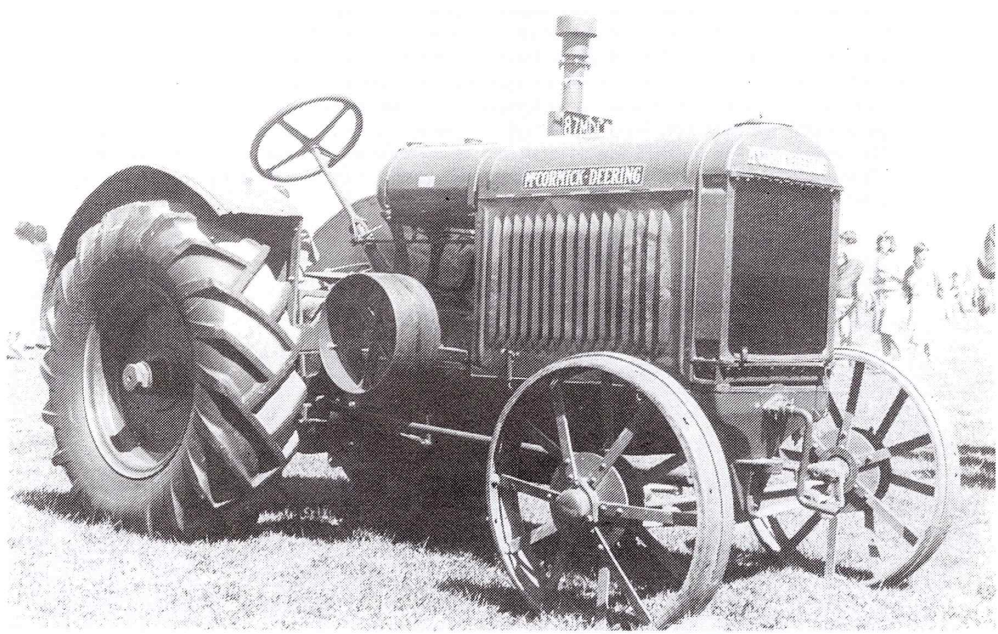
This 1917 Meyer Bros Little Giant is believed to be the only remaining tractor of three thought to have been imported into New Zealand. It is a little-known American make that was produced for only a short period. This tractor, No. B577, has a four cylinder 22hp engine with three forward and one reverse gear. The original owner was a Mr Smidt of Woodlands. Thornbury Vintage Club members found the machine lying under trees at Wrey Bush about 30 years ago. It was restored by Messrs Noel Simpson and Ray Haywood. The Little Giant is renowned for its high fuel consumption. The tractor took part in a street parade in Invercargill during a visit to the city by the Queen Mother. The parade began at Rugby Park (now the Homestead Rugby Stadium) and by the time it reached the Invercargill prison it had consumed 10 gallons of petrol. The contents of an emergency tin were hurriedly tipped into the tank which enabled the tractor to almost, but not quite, make it to its appointed park in the showground.

This example of a 1918 International 8-16 tractor was restored by Mr George Paterson, a life member of the Thornbury Vintage Club. Apart from a broken chassis it needed little work to restore to full working condition. Production of the 8-16 began in 1917. It features a four cylinder engine with a three spread transmission that gives a top speed of 4mph. Many experimental versions were built, including a six-wheel all-terrain model and a four-wheel drive version. In 1918 the 8-16 was adapted into an experimental crawler tractor that became the basis for the International Harvester Company's range of crawler models. Production of the 8-16 ended in 1922.

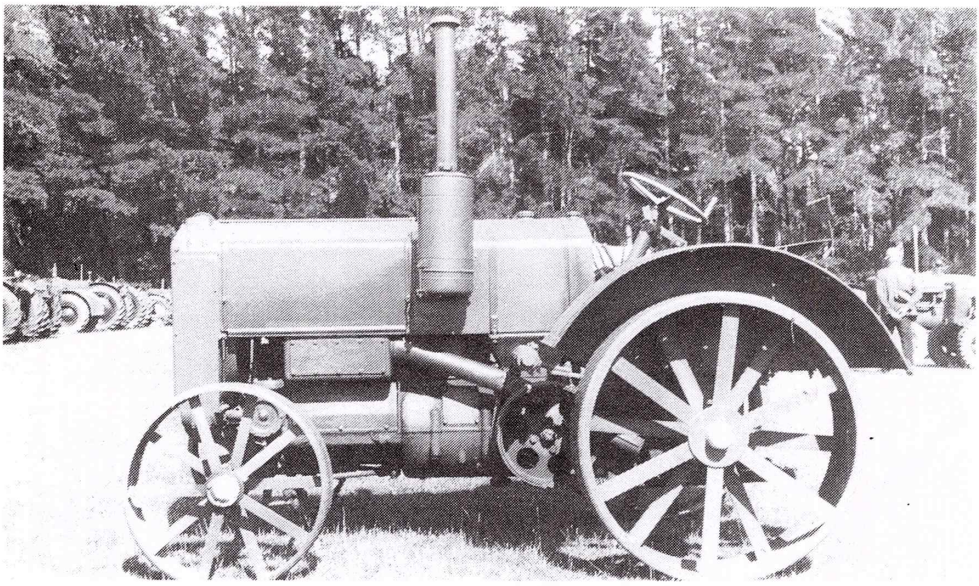




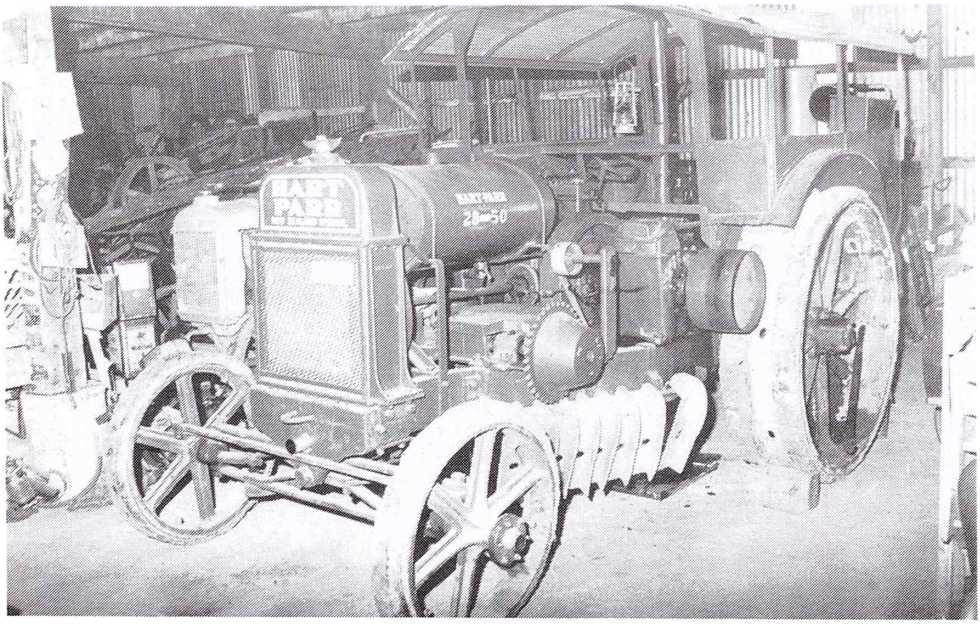
Mr Bill (W. A.) Thomson, Camperdown, West Otago, right at home on the seat of a 1924 Fordson. The rope attachment or reins are a genuine accessory which enables the driver to walk behind the plough while having control of the start, forward, reverse, stop and steering of the tractor.



A fine example of a restored McCormick-Deering W30, owned by Mr R. Saunders, Te Anau.

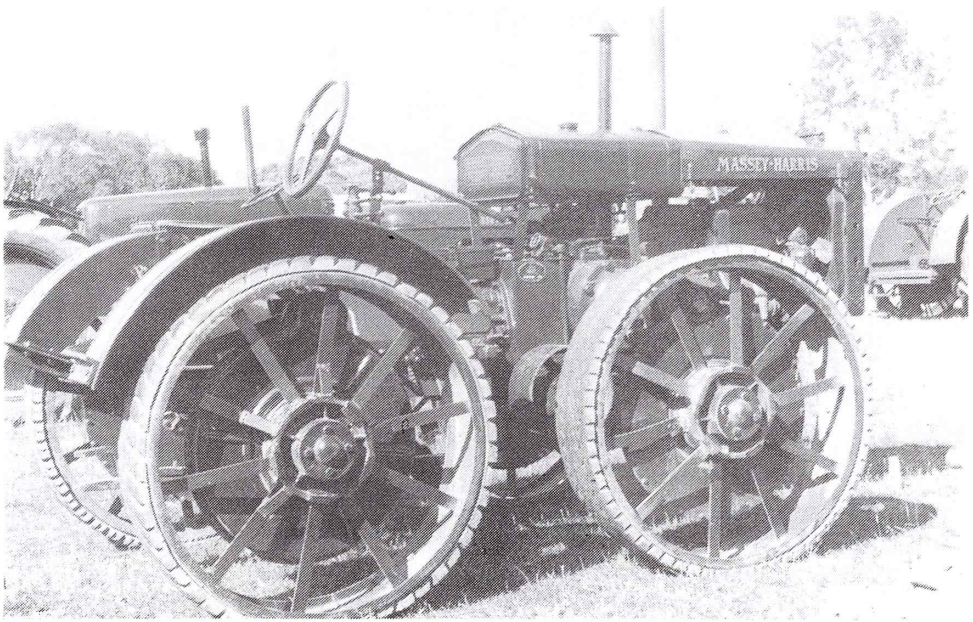


This Swedish built 1937 Munktells is owned by Mr K. J. Horrell, Cromwell. It is powered by a two cylinder, two stroke Bolander diesel engine, described as having "a most pleasing exhaust purr even at work".



This Hart-Parr 28-50 has been faithfully restored by Mr Don Henderson of Makarewa. The model was the most powerful in the Hart-Parr range, having two twin-cylinder power units placed side by side to provide four-cylinder power. Along with the smaller 12-24, the 28-50 was among the last in the Hart-Parr range. This model is of particular interest as it is complete with a full set of wheel cleats or grippers. These were bolted to the rear wheels to give greater traction.

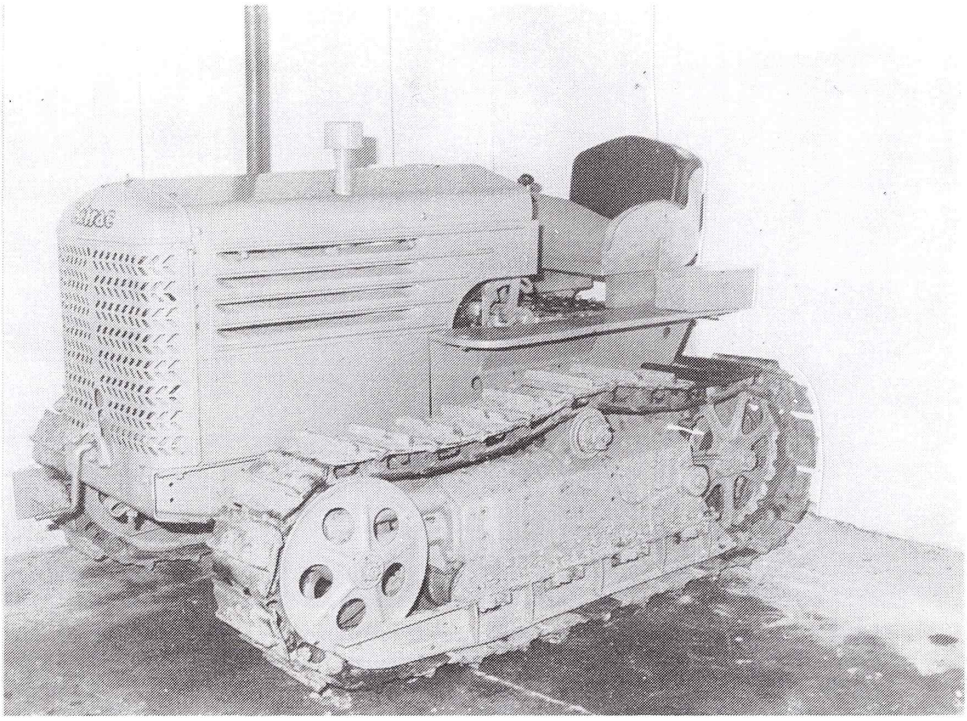
The first diesel tractor to come into West Otago was this 1930 Lanz Bulldog HR5, 15-30, serial number 78,914, bought by Alex Bathgate of Crookston. The machine is powered by a single cylinder two stroke, semi-diesel engine that developed 30hp at 750rpm. For a time it used Balik Papan fuel, a thick black fuel from Sumatra. This particular model Lanz was introduced into New Zealand in 1929 by the National Mortgage and Estate Agency Company Ltd.



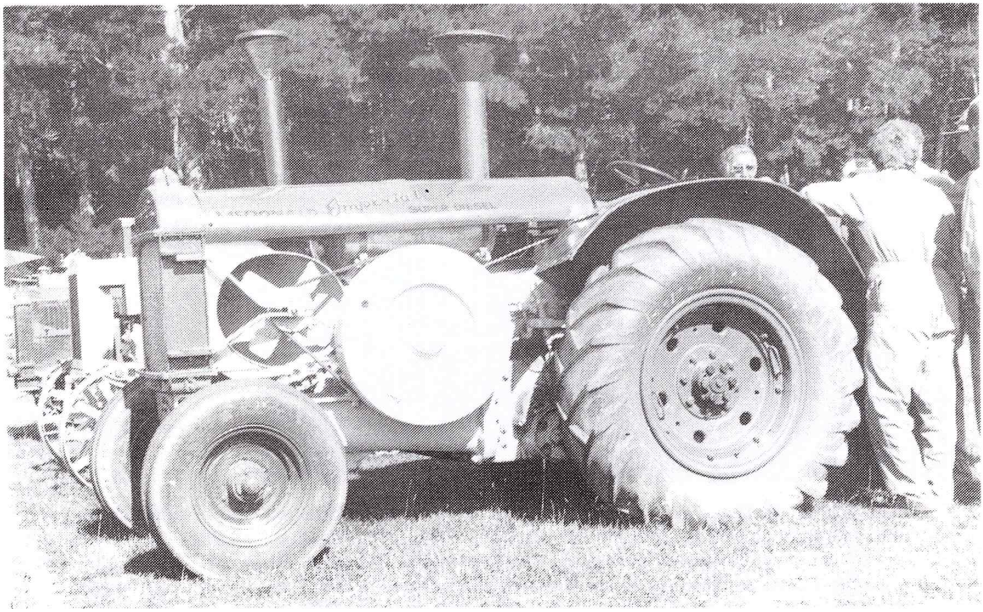
This 1934 Massey-Harris General Purpose 4WD tractor belongs to Mr R. Boatwood, Te Anau. The first Massey 4WD models were built in the late 1920s and production ceased around 1936-37. The engine was a four cylinder OHV that developed 25hp at 1200rpm.

This 1936 McCormick-Deering Farmall F12 carries the serial number 45320. It is powered by a four cylinder OHV engine that develops 14hp at 1400rpm. The owner is Mr W. F. Cronin, Conical Hills.

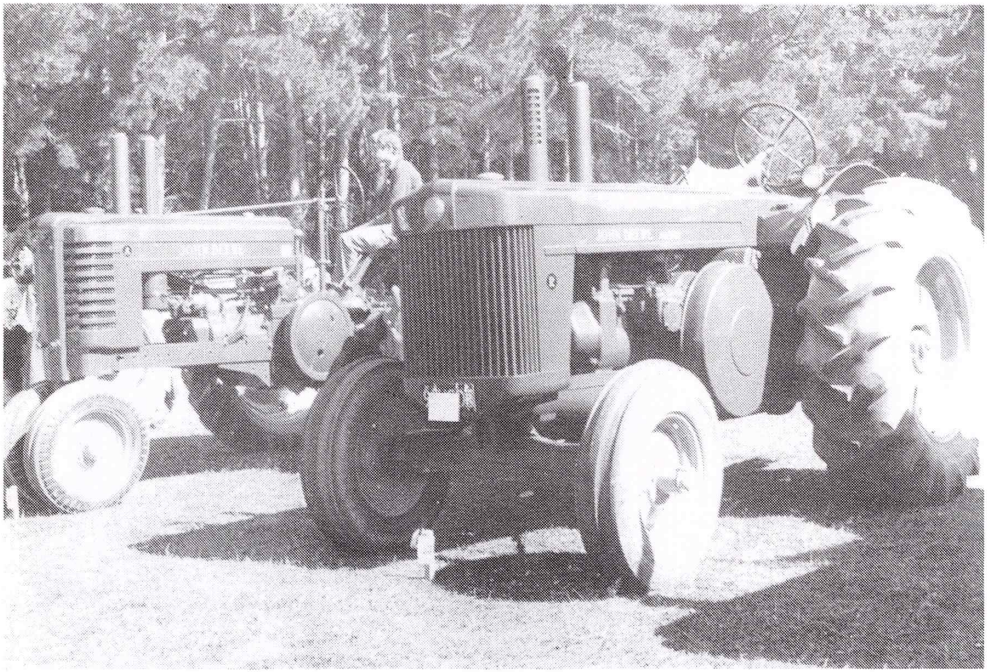
This is the only remaining example of a 1924-25 French built Renault HT crawler tractor still in existence in New Zealand. In spite of its high serial number, 178,998, it is a rare model with only one other known to exist in Australia. The four cylinder side valve engine developed 24hp at 1100rpm. It was displayed at the Dunedin Exhibition in 1925 and bought by Mr R. T. Kirk, Taieri. The Renault HT was a development of the smaller GP model which had been used as a light tank in World War One. The HT was also produced as a wheel version. The Renault is a prized exhibit of the West Otago Vintage Club.



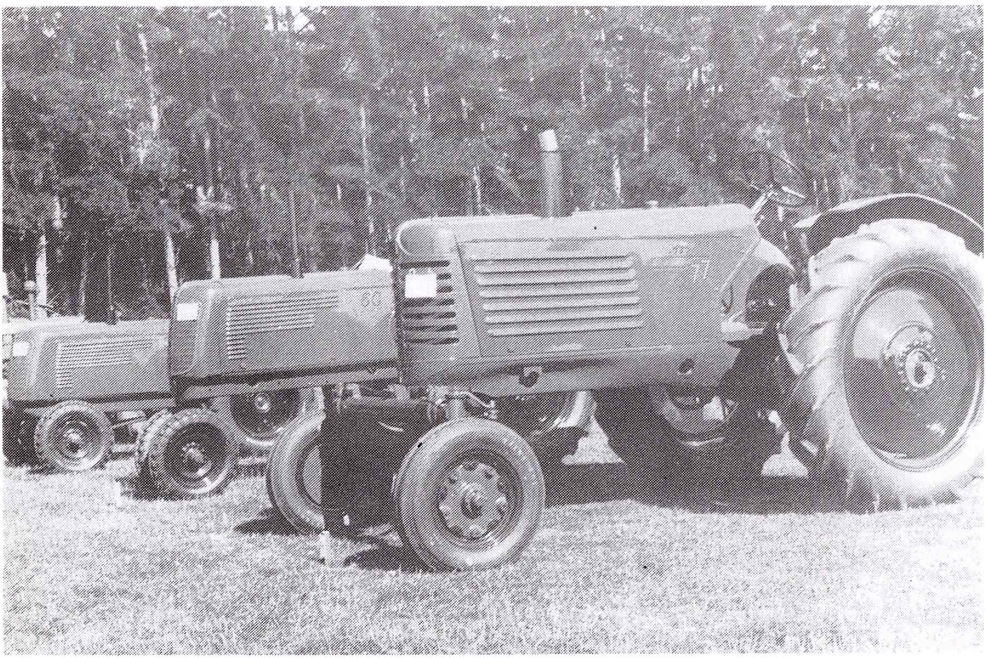
An example of a Cletrac AG4, about 1942 model.



This 1936 McDonald Imperial was an Australian tractor powered by a single cylinder, two stroke semi-diesel hot bulb engine that developed 36hp at 550rpm.

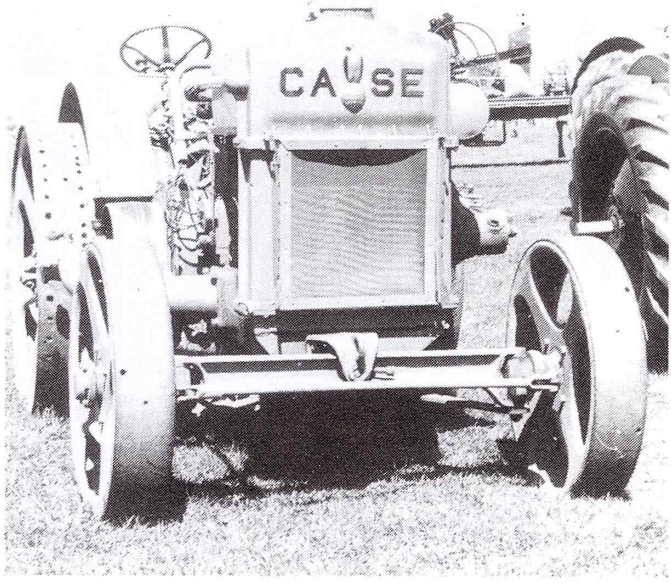


These John Deere tractors are owned by Mr A. L. Black of West Otago. The one on the left is a 1945 Model A, No. 55971, while the other is a 51hp 1952 Model R, No. 12902.

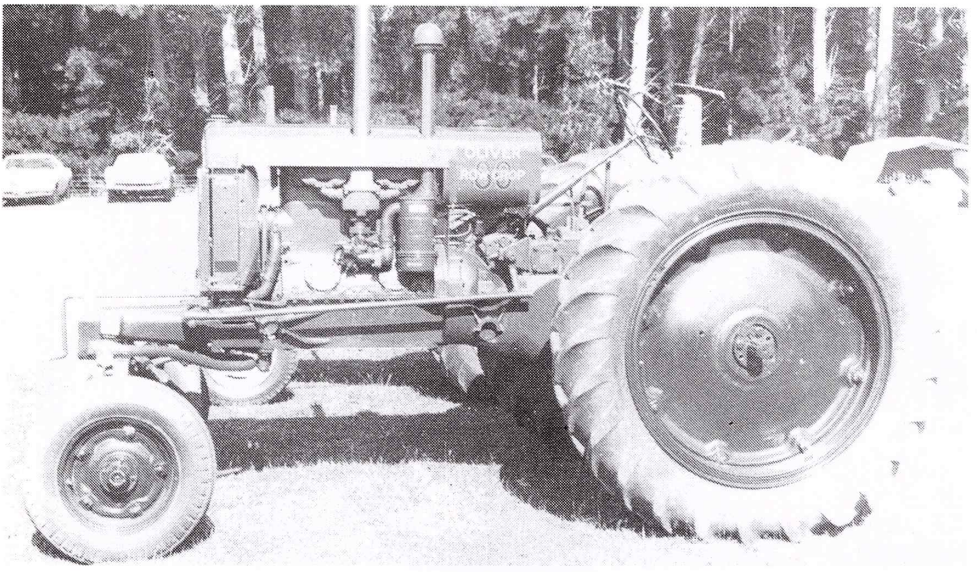


From left to right: A 1948 Oliver STD60, 1945 Rowcrop 60 and a 1951 Rowcrop 77.

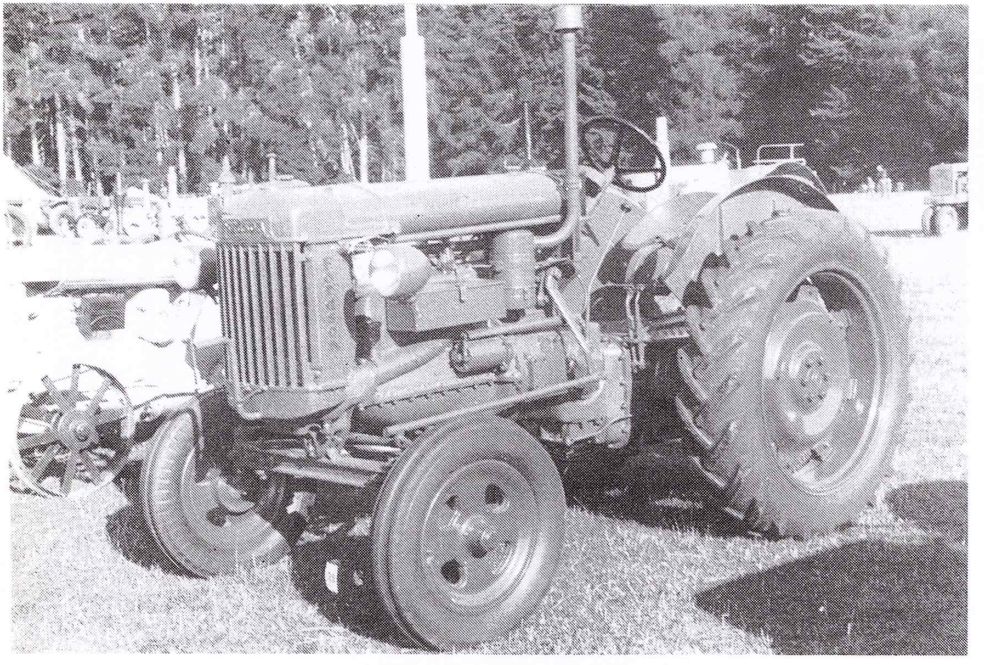
A 1928 Case.



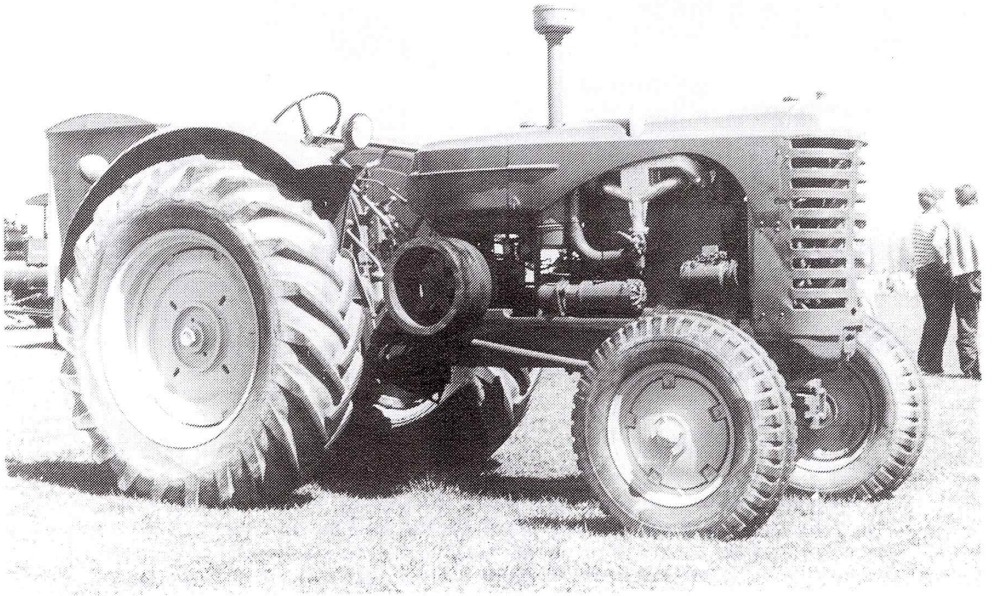
This fine restored 1936 McCormick-Deering WD40, serial number WDC8142PT, belongs to Graham Galland of Te Anau.



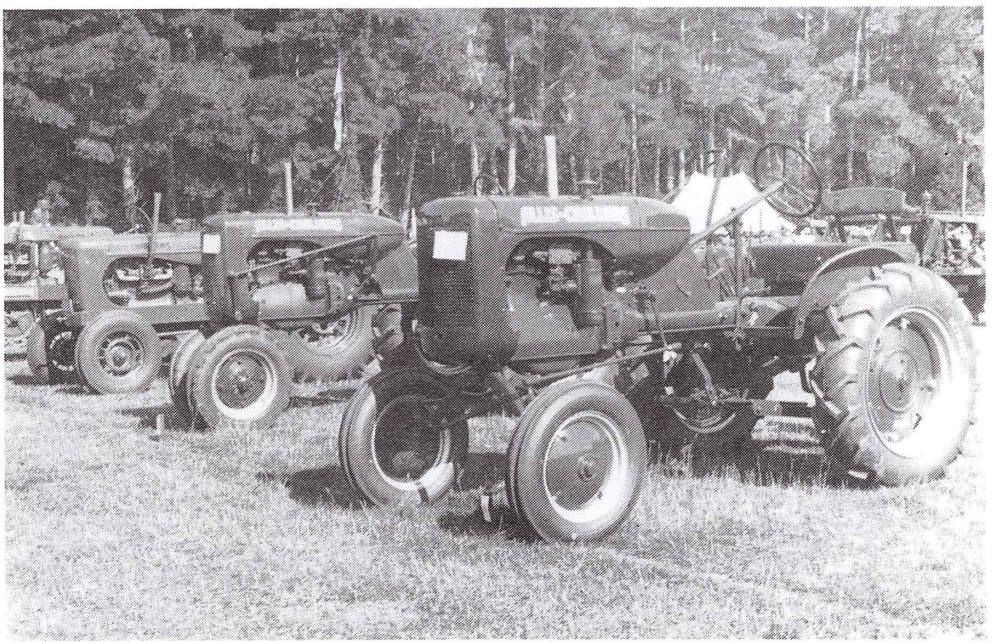
This 1947 Oliver Rowcrop 80 was restored to full working order by Mr Greg Elder, Balfour. It was originally bought by Mr Jack McMath, Riversdale, from the Invercargill agents, J. E. Watson and Company Ltd. The Rowcrop was found by Mr Elder in a "real bad way", lying under trees. It had a smashed bonnet, fuel tank and steering wheel and the motor was full of water and pine needles. Two years were spent restoring the tractor to its former glory. Only two Rowcrop 80s came to New Zealand, the whereabouts of the other is unknown. The model is also rare in the US.



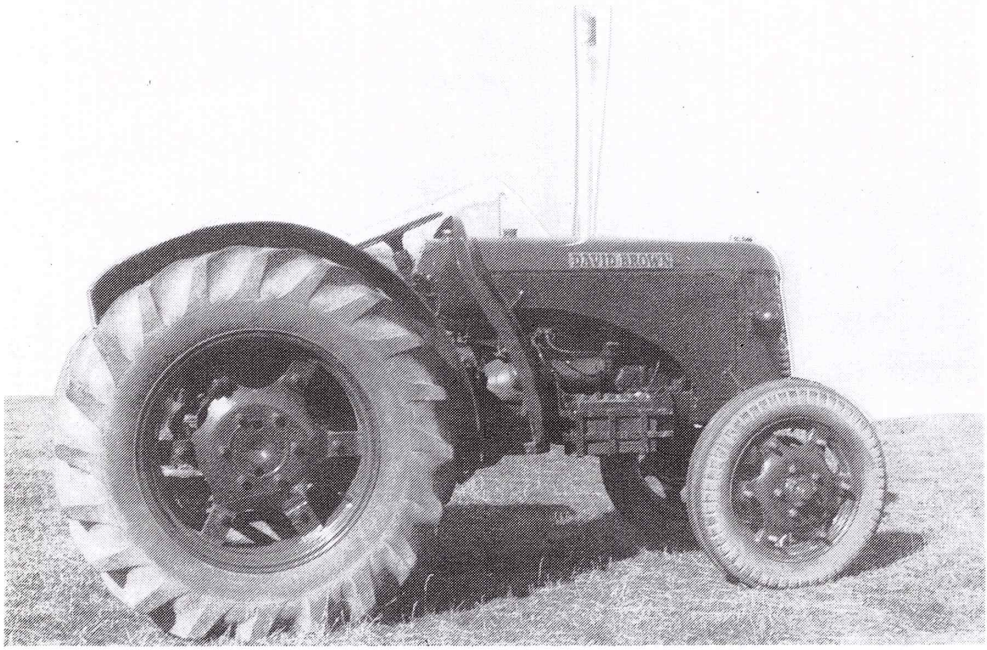
A 1947 Fordson E27N, owned by Mr D. McDonald, Chatton.



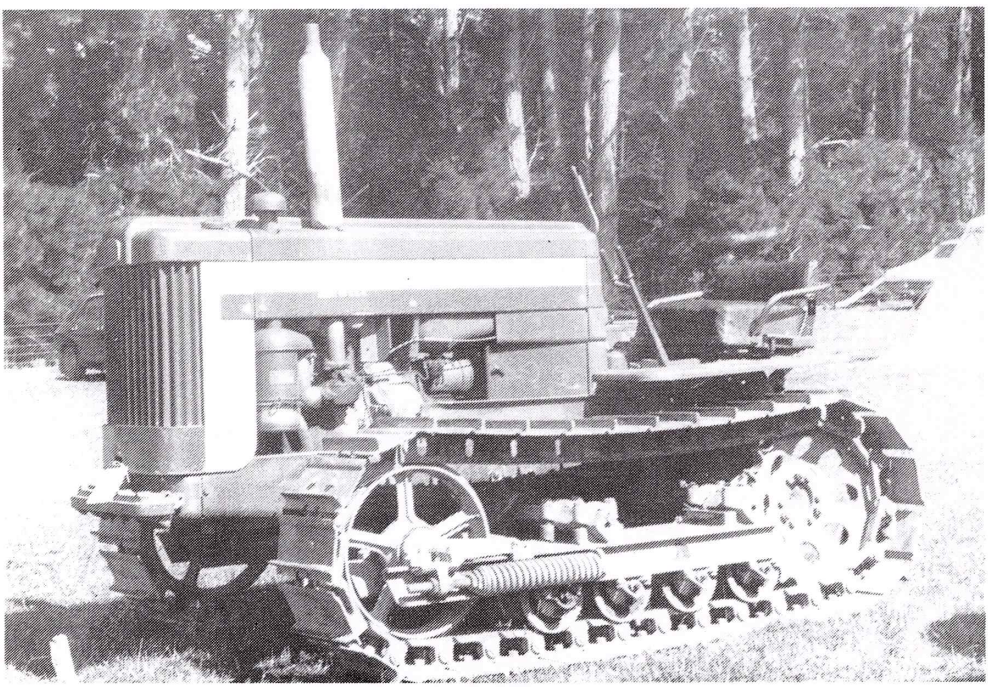
Only three examples of this 1951 Massey-Harris 55 diesel tractor are thought to have come to New Zealand. This one, owned by Mr Stan Bulling, Thornbury, is the only one still in existence.



A line up of Allis Chalmers, from left to right, 1943 WF, 1943 C, 1938 B.



A 1950 David Brown Cropmaster.



A 1958 John Deere 420C.

Ploughing matches are designed to not only remind the public of the type of machines and equipment once used for agricultural work, but also to encourage younger people to take an interest in preserving and working with vintage machinery. Here 14-year-Old Brendon Shearing of Waipango shows his skill with the family's 1950 22hp Munktell and double furrow plough.